

V. DEVELOPMENT GUIDELINES FOR THE PRIVATE IMPROVEMENT ELEMENT

This section describes the private development that will take place on the Specific Plan properties outside of and adjacent to the river corridor. These private developments are identified as the Mission Valley West/MBM Development, Hazard Center, Park in the Valley and Rio Vista West (Figure 2). Land uses are summarized in Table 2. Land use activities along the floodway are illustrated in Figure 25.

It is the intent of this plan that all of the private developments work together to create an urban center, linking a variety of uses into a mixed use project. The linkages will be created through the use of pedestrian and bike paths as well as through strong visual links with the river corridor. The San Diego River will act as an open space corridor and focus.

The development guidelines that follow are therefore designed to perform two distinctive functions. First, the guidelines are designed to insure that the private development projects fit into the urban design infrastructure established in Section IV of this Specific Plan (Urban Design and Development Guidelines). Second, the guidelines are designed to be used for the evaluation of future development plans. The development guidelines are divided into the following general areas: type and intensity of land use, open space considerations and access and circulation.

TABLE 2. FIRST SAN DIEGO RIVER IMPROVEMENT PROJECT
PRIVATE IMPROVEMENT ELEMENT
LAND USES

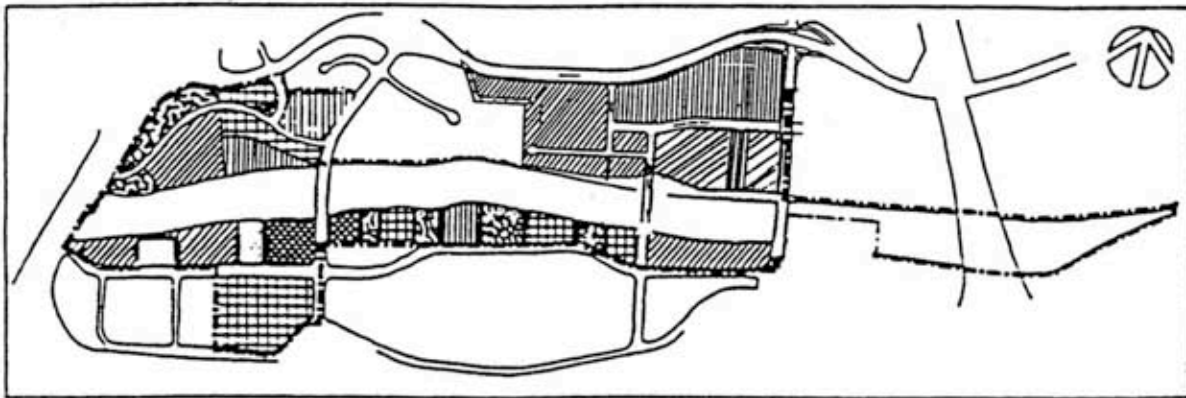
DEVELOPMENT	COMMERCIAL OFFICE (Sq. Ft.)	COMMERCIAL RETAIL (Sq. Ft.)	HOTEL (No. of Rms.)	MAXIMUM RESIDENTIAL ⁽¹⁾ (No. of Units)
MVM/MBM	490,000		300 ⁽²⁾	336 ⁽¹⁾
HAZARD CENTER ⁽²⁾	284,000 (Gross)	205,500	275	145
PARK IN THE VALLEY ⁽³⁾	500,000	300,000	300	300
RIO VISTA WEST		290,000 - 310, 000		1,754
TOTAL	1,274,000	815,500	875	2,535

⁽¹⁾ Alternative high density residential would result in no hotel development and a maximum of 707 dwelling units.

⁽²⁾ See Page 77a, #6.

⁽³⁾ Commercial retail square footage may vary. An all retail project shall not exceed 410,000 sf, and the office and hotel uses would not apply.

Percentage of Land Uses at Floodway Edge



PERCENTAGE FIGURES ARE APPROXIMATE

	OFFICE	18%
	RESIDENTIAL *	34%
	COMMERCIAL / RETAIL **	20%
	RECREATION CENTER	2%
	HOTEL *	4%
	OTHERS (PARKING, OPEN SPACE, ETC.)	26%

* The Alternative High-Density Residential Project on the MBM Hotel Site may slightly modify these figures.

** An alternative all-retail project on the Park in the Valley site may slightly increase this figure, and slightly reduce the office and hotel figures.



GUIDELINES:

The private open spaces and landscaped areas within the three individual project areas should be linked physically and visually to the San Diego River. Variety in the quality and function of these open spaces is also proposed.

To maximize open space recreation opportunities, the office tower in the Mission Valley West site (16-acre) will be located in the center of a park-like setting constructed over an underground parking facility. The setting will include lawns, shrubs, trees, walks, sitting areas, plazas, fountains and kiosks. Views will be available to the interior as well as from the tower into the river channel and adjacent areas. Approximately 95% of the site will be landscaped. (Figures 16 and 27).

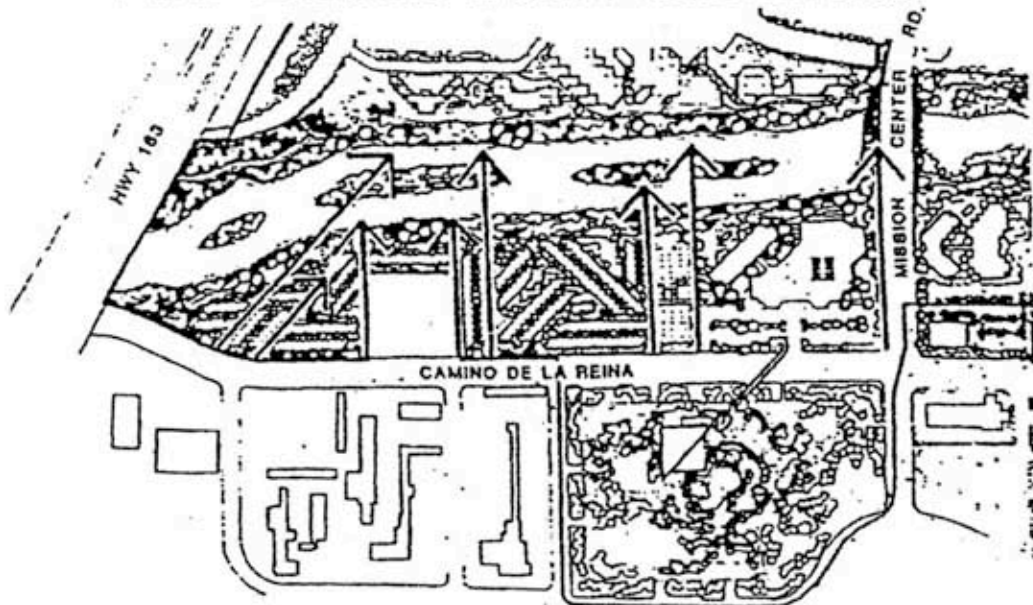
The hotel development on the 6.9-acre MEM site to the north will be closely integrated with landscaped areas. These landscaped areas will include walks, gardens and bike paths to compliment the proposed native vegetation along the San Diego River. Approximately 48% of the site will be landscaped, exclusive of the parking area.

The hotel's support facilities such as the restaurants, lobby and conference areas will be located off the gardens and landscaped areas oriented to the San Diego River. Active recreation facilities are proposed within the hotel complex area; they include a swimming pool, four tennis courts, exercise room, pro shop and snack bar.

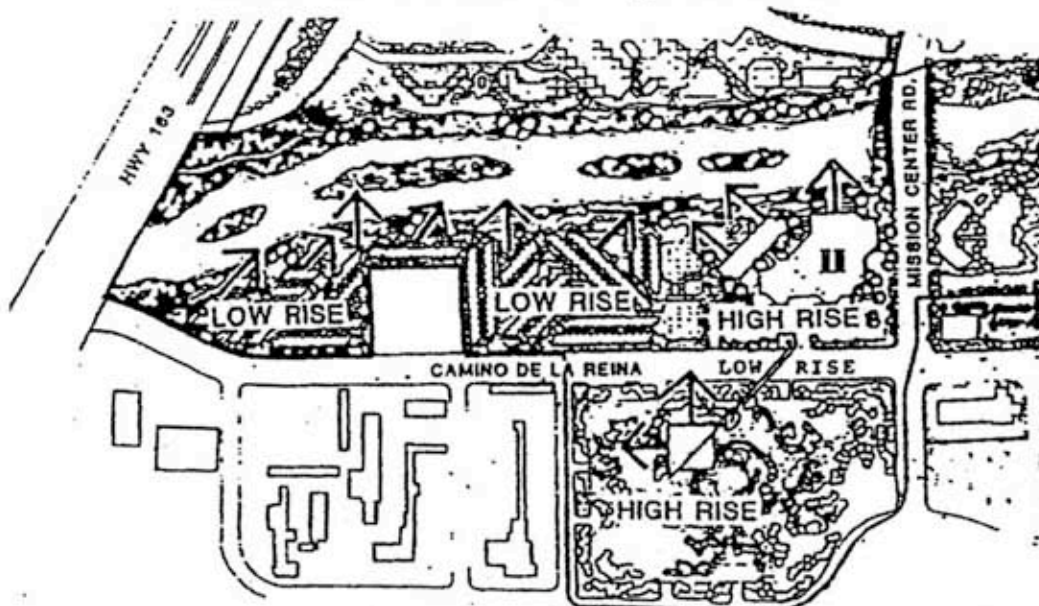
As an alternative to the hotel project, the 6.9-acre site may be developed as a high density residential project consisting of six 2, 3 and 4-story buildings with underground parking. Active and passive recreational facilities would be incorporated into the project including recreational buildings, pool, spa and active sport court areas. In addition, resident restroom facilities, a meeting room and an on-site manager's office would be incorporated into the project.

The residential development on the 10.1-acre site will consist of twenty-three, three-story buildings with underground parking. The spaces surrounding the building clusters will be landscaped and integrated with the vegetation along the San Diego River. Approximately 72% of this area will be in landscaping.

View Corridors from Public Roads



Views from the Project Site



II FOOTPRINT WOULD CHANGE
BASED UPON A RESIDENTIAL
PROJECT



Views

Views from the 6.9-acre hotel/residential site will be available to the river corridor. The eleven-story hotel tower is also oriented to maximize the view of the San Diego River from the surrounding property and the hillside residences across I-8. The public areas such as the lobby, conference centers, etc., have been kept low in scale to minimize their bulk and provide open vistas wherever possible.

Views from the residential units are both internal and into the river corridor.

See-through views should be provided into the San Diego River from both public areas within the project and from the streets perpendicular to the project. See-through opportunities into the MBM development along Camino de la Reina should be available along approximately 13% of that street frontage.

View considerations and proposed view corridors are illustrated in Figures 17, 18, 19 and 27.

C. ACCESS AND CIRCULATION

This section addresses access for pedestrian, bicycle, automobile, service vehicles, and public transportation (bus, L.R.T.). Parking requirements and treatment are also addressed.

GUIDELINES:

Pedestrian Circulation

A pedestrian way on the MBM site, generally parallel to the river walk, will be developed linking the hotel and residential portions together. That link will be continued to adjacent properties as development proposals for these areas are evaluated. The pedestrian way at the MBM site will be linked north/south to the river corridor and to Camino de la Reina by six perpendicular pedestrian-ways (Figure 28).

The Mission Valley West site's pedestrian areas will be linked to adjacent development when redevelopment of these parcels is proposed. The southern pedestrian areas will terminate at Camino del Rio North, since no development is contemplated across the street on the Caltrans freeway right-of-way.

Pedestrian areas within the MBM parcel will be linked via a bridge or platform structure over Camino de la Reina to the Mission Valley West office site (Figure 28).

A future bridge should also be considered across Mission Center Road to expedite pedestrian access.

Pedestrian walks will be designed to be a minimum of 10 feet wide. However, local residential walks may be narrower.

Automobile Access

Automobile access will reflect the design guidelines identified in the Urban Design and Development Guidelines Element of this plan.

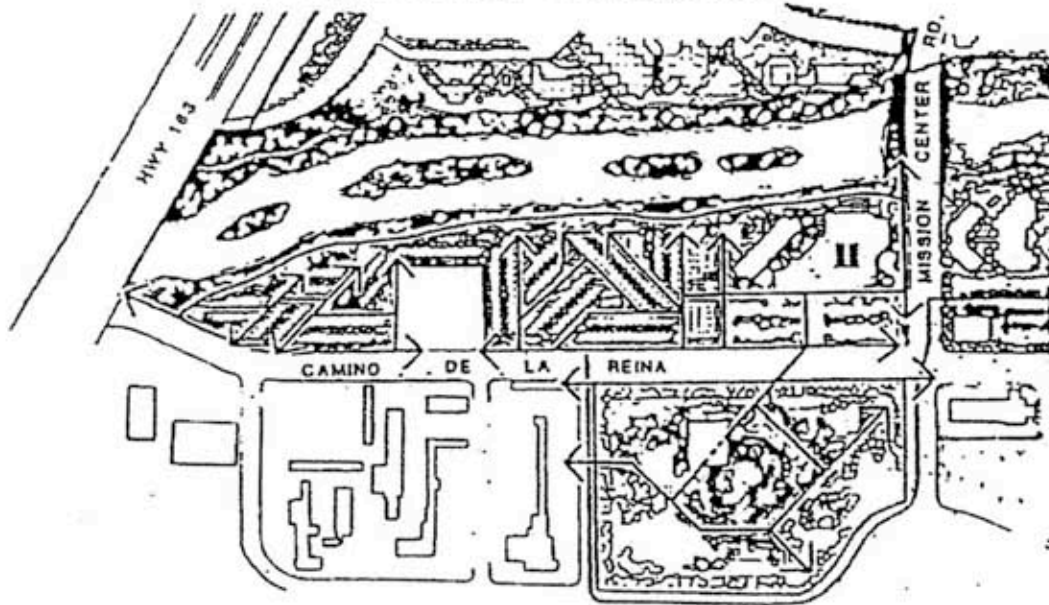
Automobile access to parking structures should avoid crossing the pedestrian sidewalks whenever possible.

Automobile driveways at Camino de la Reina should be carefully designed with the pedestrian crossing in mind. The driveway width should be a maximum of 25 feet and the surface should visually accent the pedestrian right-of-way.

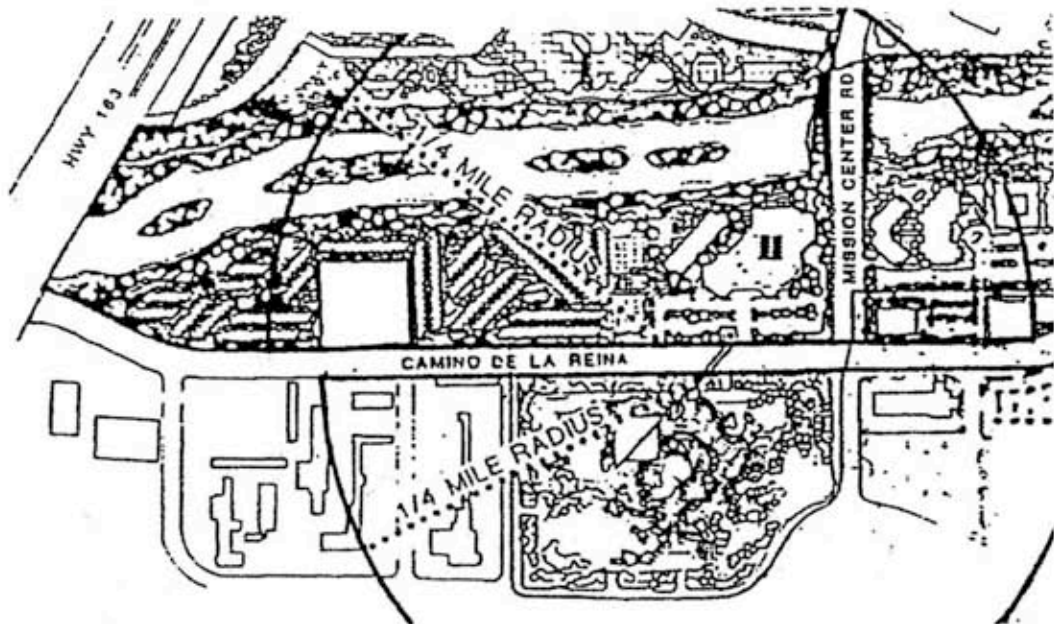
Parking

The MBM hotel project will include approximately 440 parking spaces, with 120 spaces in a surface parking area. The Alternate High Density Residential Project (6.9-acre site)

Pedestrian Circulation



Bus Stations and Access



II FOOTPRINT WOULD CHANGE
BASED UPON A RESIDENTIAL



will include approximately 694 parking spaces for the 371 residential units including approximately 89 guest parking spaces and 12 surface parking spaces. The MBM residential (10.1-acre site) parking area will include 735 spaces for 336 units and will be located in underground structures. The residential parking shall be comprised of standard, compact and tandem spaces pursuant to City standards. The Mission Valley West office parking will accommodate 2,500 cars in an underground structure.

Surface parking areas will be designed in accordance with the Urban Design and Development Guidelines section of this plan.

Public Transportation

In the event private development adjacent to the Light Rail Transit (LRT) corridor is proposed prior to the establishment of a final LRT alignment, a study shall be prepared demonstrating to the satisfaction of the City that: 1) the proposed private development will not preclude the ability to successfully construct and operate the LRT; and 2) the LRT's impact on adjacent private development can be adequately mitigated. The area of the referenced study shall be limited to the proposed private development and the immediate vicinity thereof.

A 35-foot light rail transit ("LRT") right of way ("ROW") shall be provided across the northeastern portion of the MBM III Property, subject to final engineering and design by the Metropolitan Transit Development Board ("MTDB"). MBM III shall execute an irrevocable offer to dedicate the 35-foot LRT ROW and shall dedicate such ROW at no cost to the City or MTDB when so requested by the City or MTDB. The LRT alignment across the MBM III Property will be elevated. Any portion of the 35-foot dedication that becomes excess after final design shall revert to MBM III.

MBM III shall contribute to the equivalent cost of construction for the Mission Valley West LRT alignment.

Both the hotel and/or residential and office developments should provide space for bus stops within close proximity to the proposed pedestrian bridge in order to provide the maximum pedestrian/transit accessibility to these two high intensity project sites (Figure 28).

D. NOISE MITIGATION

Some residential units will be subject to exterior noise levels from future traffic conditions that exceed 65 decibels. The areas subjected to noise levels exceeding 65 decibels are identified in Environmental Impact Report No. 83-0092 and 90-0900. To insure that interior noise is reduced to 45 decibels or less in these areas, the applicants will perform an acoustical analysis as required by Title 25 of the Guidelines of the California Administrative Code. This acoustical analysis should be conducted prior to submittal of a Special Permit application and should determine the noise conditions and necessary mitigation based on horizon year traffic projections. The design of the mitigation measures should occur prior to the Planning Director approval of the Special Permit. The Special Permit review process is described in the Administration Element (Section VII A).

Any outdoor private recreation areas in the residential area that are subject to significantly adverse traffic noise conditions will be shielded from line-of-sight noise sources by earth berms and/or masonry walls. These berms or walls should be accompanied by landscaping, should be visually compatible with surrounding open spaces and should avoid, where feasible, view blockage to the river corridor.

E. TRANSFER OF DEVELOPMENT INTENSITY

A transfer of development intensity may be permitted in accordance with Municipal Code Section 103.2104(G). Transfer of development intensity may be considered within or among Development Intensity Districts subject to a traffic study and approval of a Specific Plan Amendment or discretionary Mission Valley special permit.

Hazard Center

The Hazard Center multi-use complex is proposed for development within a site bounded by State Route 163 on the west, Friars Road on the north, Mission Center Road on the east and the proposed San Diego River channel on the south. The 41.3 acre complex will be bisected by a proposed east west collector/major street extending from Mission Center Road to the Fashion Valley area through a four-lane undercrossing of State Route 163 of which the Hazard Center will provide two lanes. The site will also be divided by an extension of Frazee Road from Friars Road. Consequently, the complex will be divided into three development sites: 1) a 20.3 acre site flanking the river; 2) a 3.9-acre site lying westerly of Frazee Road and south of Friars Road; and, 3) a 6.9 acre site situated between Frazee Road and Mission Center Road.

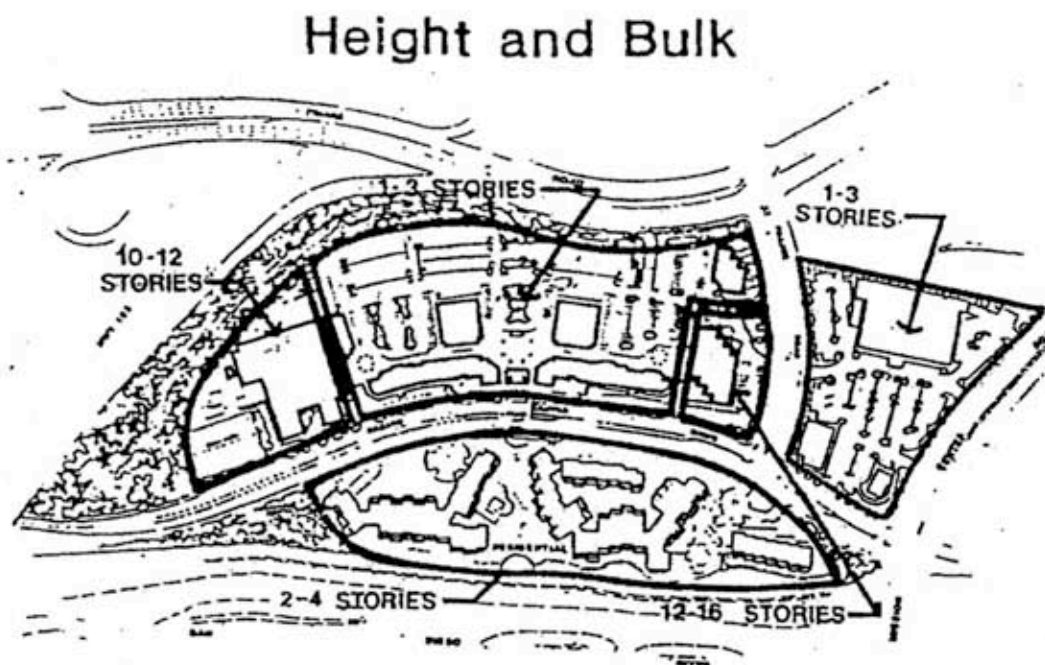
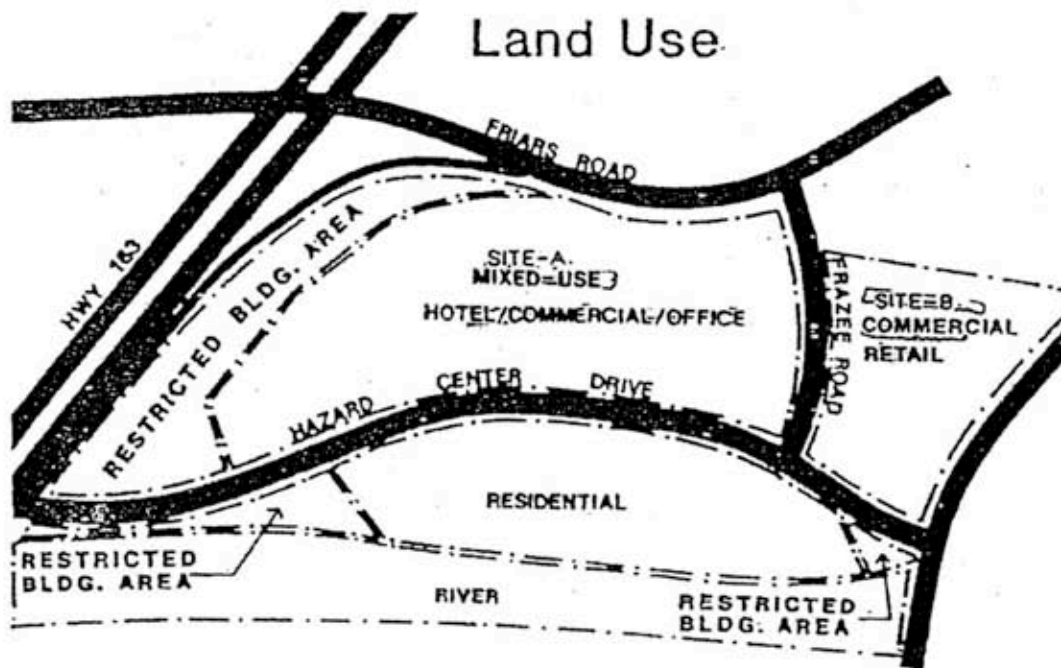
A. LAND USE TYPE AND INTENSITY

Hazard Center is proposed as a mixed-use complex containing commercial-retail, office, residential and recreational functions. A key objective includes the close integration of commercial office and residential activities in order to maximize internal circulation between activity centers and to reduce traffic generation and parking demands below levels associated with conventional development. The complex should encourage employees in the office and commercial centers to live in the nearby residential units and to patronize shops, restaurants and entertainment facilities during the day and for after-work activities.

GUIDELINES:

The following land use allocations, which may be modified somewhat as a result of future precise design, are proposed (Figure 29):

LAND USE	FLOOR SPACE/NO. OF UNITS	ACREAGE
Total Center:		
Hotel (300 Rooms)	255,000 SF	
Commercial Retail	205,500 SF	
Office	284,000 SF	21.6
Residential	145-DUS	8.6
Open Space	N/A	**
Roads	N/A	<u>6.8</u>
	TOTAL	41.3



Site A:*

Phase I

Hotel (300 Rooms)	255,000 sf	
Commercial Retail	143,500 sf	
Office	284,000 sf (gross)	15.5

Site B:*

Phase II

Commercial Retail	62,000 sf (gross)	6.1
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Site C:*

Phase III

Residential	145 DUs	8.6
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The proposed land use mix and intensity within Hazard Center have been revised, together with on-site parking as appropriate, but the resultant traffic generation will not deviate from the 18,100 ADT previously approved. However, in the event that (i) current City-adopted trip-generation rates are modified to permit a greater intensity of use, without exceeding the approved maximum ADT, to the satisfaction of the City Engineer, and (ii) studies to the satisfaction of the City Engineer and the Environmental Analysis Section are prepared which show that no cumulative or direct traffic impacts will occur; such increase in intensity may be permitted by the Planning Director. Additional parking as deemed necessary by the City Engineer due to this additional land use and any existing parking shortages shall be provided by the project proponent as part of this or any other increase of land use intensity granted by the Planning Director.

The above referenced maximum ADT is based upon the proposed Hazard Center Drive underpass at SR-163 being constructed as a two-lane street. If this underpass is constructed as a four-lane street, consideration may be given to an amendment to the Hazard Center portion of the specific plan to increase land use intensity.

PROPOSED BUILDING COVERAGE:**

<u>Site A:</u>	Commercial-Retail/Office/Hotel	25.8%
<u>Site B:</u>	Commercial-Retail	24.0%
<u>Site C:</u>	Residential	38.8%

* See page 77a, #6

** Based on the building footprint area

PROPOSED BUILDING HEIGHTS:

<u>Land Use</u>	<u>Height Ranges</u>	
Hotel	10-12	Stories
Commercial-Retail	1- 3	Stories*
Office	10-13	Stories
Residential	2- 4	Stories

*Includes parking structure - Phase I

The primary focus of the Hazard Center is a retail, office, hotel and residential complex flanking the north side of the river. The commercial retail center -- containing stores, specialty shops, restaurants, theaters and service establishments on three levels will offer a diversity of daytime and nighttime activities for visitors and those living and working in the complex. The hotel and office building adjacent to the retail will share the amenities of the retail center through close siting of buildings and shared pedestrian courts, plazas and walks. Below-grade parking will not only serve commercial, hotel and office functions, but will also separate vehicular and pedestrian movements and ensure the creation of an attractive, pedestrian-oriented environment for retailing and office activities.

The commercial-retail center east of Frazee Road will include a grocery store, retail shops or drug store and a restaurant. Landscaped surface parking will be provided to serve the commercial-retail center.

The residential element will provide low- to mid-rise dwellings with resident parking contained in structured parking. While the residential complex will be primarily intended for working couples and individuals, the allocation of condominium or rental units will be shaped by future market analyses. A system of pedestrian walks will afford convenient access to the retail-office facilities to the north (Figure 33).

The office tower will be sited to gain river and valley views; linkages to core functions will be provided through convenient pedestrian systems. Parking will be provided in a combination of structured and surface facilities.

B. RESTRICTED BUILDING AREAS

Hazard Center environmental design objectives include: 1) the establishment of view corridors to the river environment from both public and private activity areas; and 2) the creation of landscape elements and interfaces to enhance and extend the planned river open space and recreational corridor, and to encourage pedestrian travel.

GUIDELINES:

A variety of restricted building area elements will be provided in the Hazard Center. These include buffers along the floodway and along SR-163 (Figure 30), open plazas and courts, walkways and active recreation areas within the private residential development (Figures 16 and 29) and the long sweeping estate edge at Friars Road (Figure 31a). Approximately 32% of the total site area will be developed as landscaped and restricted building areas.

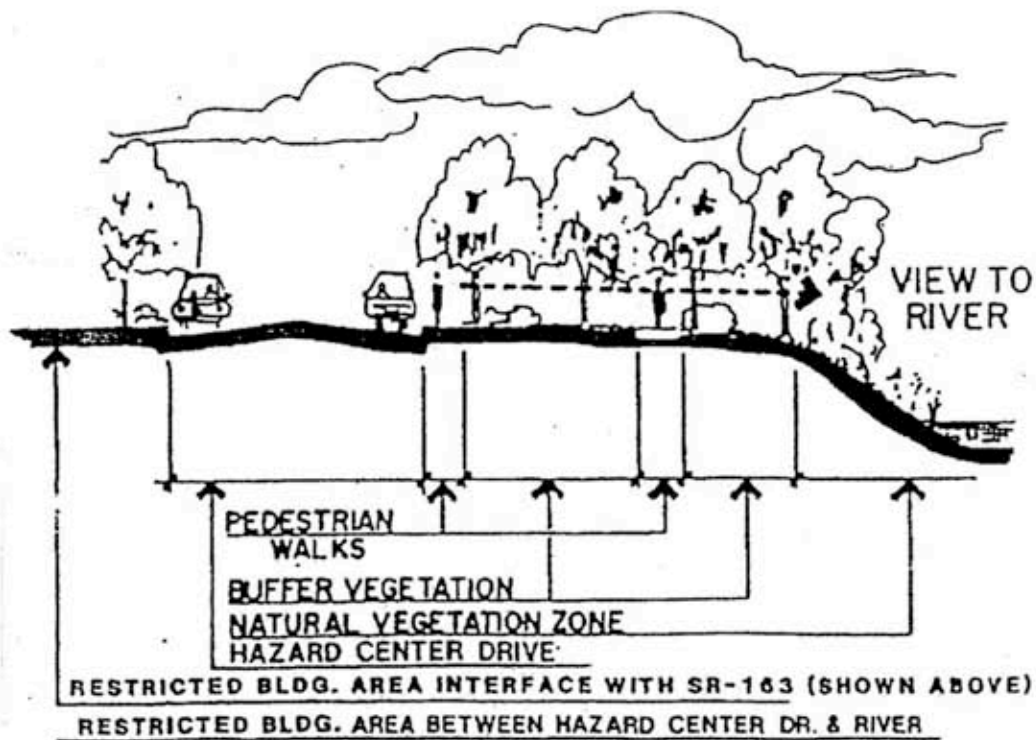
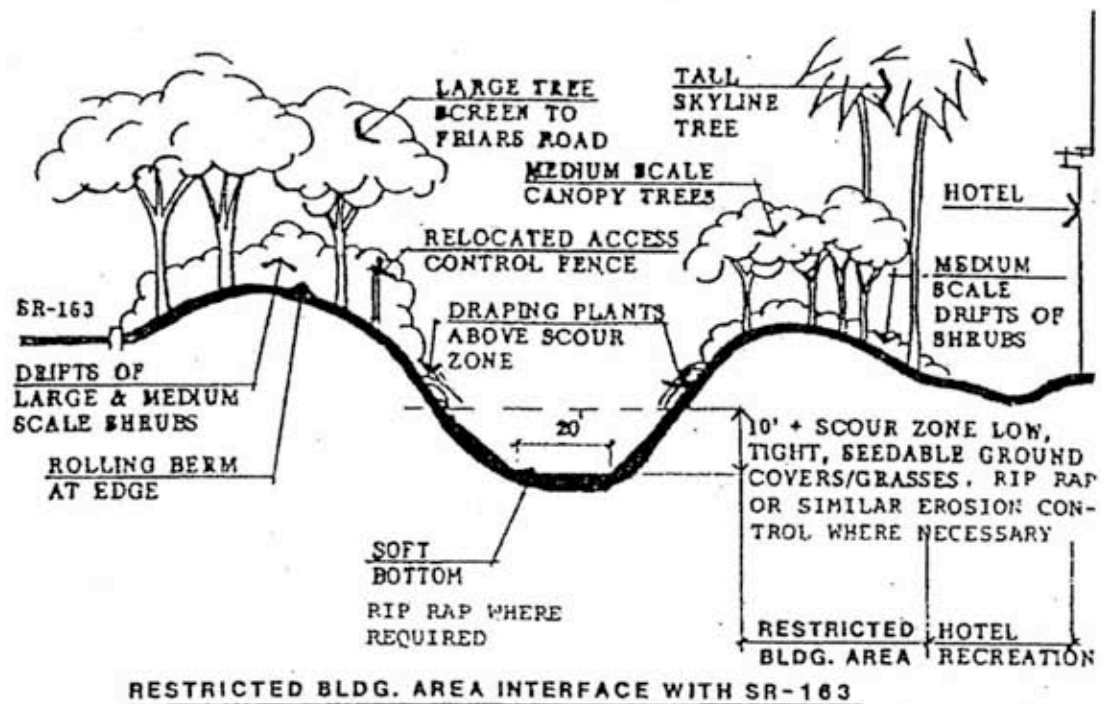
A buffer area will be provided between the 100-year floodway and the development by means of building setbacks. Landscape materials along the interface between the river and the residential development should utilize native trees and should conform with the specifications in the Revegetation Plan for planting within buffer areas in order to enhance the habitat value of the native riparian vegetation in the floodway.

A central, developed restricted building area element will be located in the residential development near the river. Water elements within the plaza areas will provide focal points and will extend the nearby river qualities into the development.

A 2.5-acre restricted building area belt will be provided between the hotel/commercial/office complex and State Route 163. Development of this area will involve:

- 1) Improvement of a largely-open drainage channel currently feeding into the river. A portion of the existing open channel will be enclosed by use of a box culvert. This structure will be covered with earth and transitioned into the planting theme adjacent to Friars Road to create a landscape buffer from State Route 163. The Friars Road edge starting easterly of the box culvert and extending to Frazee Road will be a broad sweeping estate edge consisting of a gently sloping lawn/ground cover band. The back edge of the lawn will be terminated with a decorative, relocated, access control fence, a foreground textural/color band and a loose back-drop of shrubs and ground covers. Symmetrical rows of tall estate trees should be used to define the edge where Caltrans or utilities constraints do not limit their use (Figure 31a).

- 2) Landscaping of the channel slope and roadway interface at State Route 163 should be a gently contoured rolling landscape buffer consisting of drifts of large scale trees and large mass shrub planting. This vegetative buffer will be backed by tall skyline trees on the hotel side of the channel. The access control fence should be hidden in the east face of the SR-163 rolling berm. Regenerative, seedable ground covers/grasses should be used within the ten foot scour and flooding zone at the bottom of the channel; however, rip-rap or other erosion control devices may be required at certain discharge points and along portions of the channel sides and bottom. Above the ten foot water



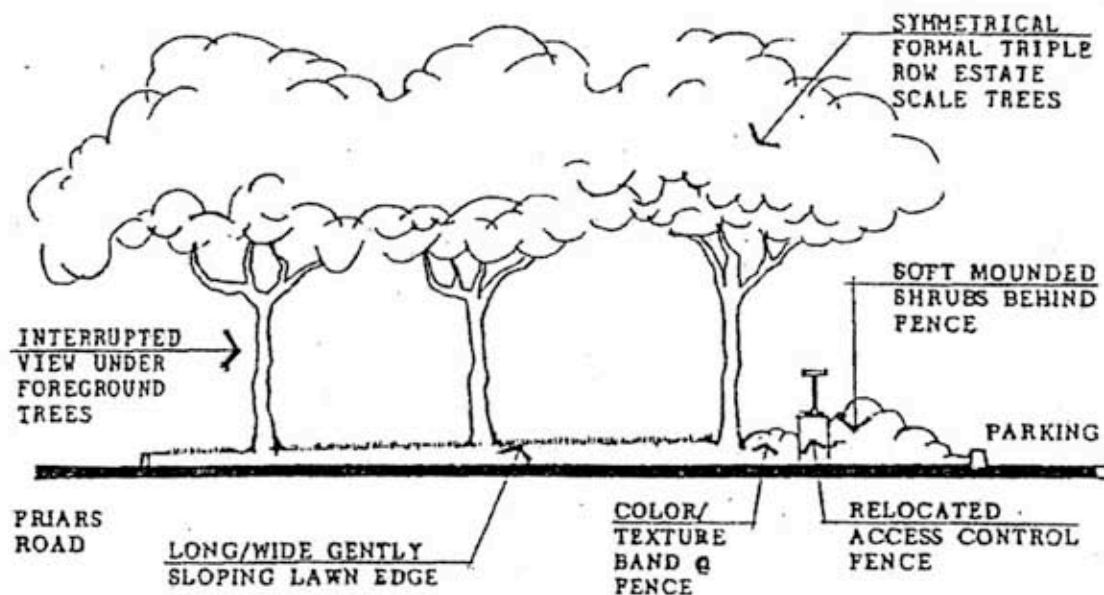


Figure 31a

RESTRICTED BLDG. AREA INTERFACE,
PRIARS ROAD AT PROJECT ENTRY

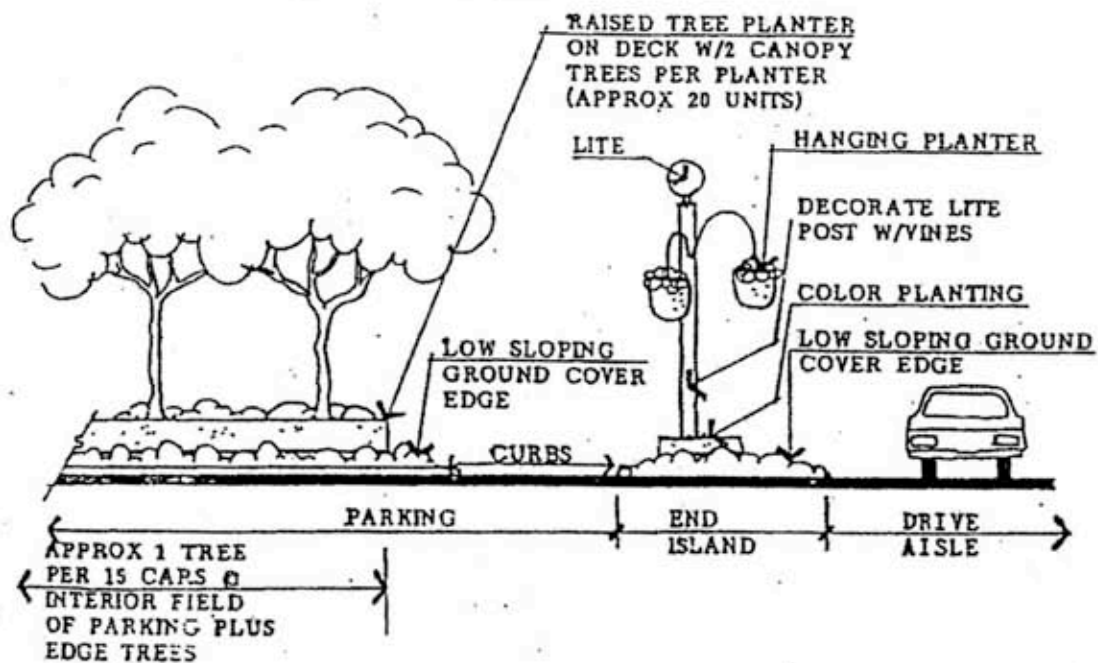


Figure 31b



line, draping shrubs and vineing materials will soften the transition to the more mass shrub plantings adjacent to the roadway. The channel bottom should be softened at its transition to the side slopes where rip-rap protection is not required (Figure 30).

Two restricted building areas containing about 1.4 acres and .4 acres respectively are also proposed south of Hazard Center Drive, adjacent to the river. These areas will preserve key view corridors to the river along the east and west edges of the project, accommodate the open drainage channel extending from the north and possibly provide for future rest areas or view outlooks. These areas should be planted with native trees, low ground covers and maintained shrubs compatible with vegetation within the river element. The landscaping in these areas will conform with the specifications in the Revegetation Plan for planting within buffer areas. Although the primary purpose of these areas is for drainage and public views, revegetation with native trees can serve to extend the riparian vegetation into the project area and to enhance the value of the native habitat in the floodway proper. A "see-through" landscape concept illustrated in Figure 30 should be achieved in order to maximize view opportunities for motorists, pedestrians and bicyclists. The areas utilized for drainage should also be included in the maintenance district for the floodway.

Hazard Center Drive through the project area will be designed and landscaped to retain selective view corridors to the river and to provide a scenic streetscape. Sidewalks will be set back from the curbs, thus providing a landscaped parkway with trees adjacent to the curbs. Landscaping and berms should soften the visual impacts of parking areas from the street. Landscaping adjacent to the street corridor should permit selective views to the river as indicated in Figure 32. Some of these road design concepts are illustrated in Figure 22.

Other internal project spaces will be provided with a variety of landscaped environments. Since much of the parking will be contained in structures, the pedestrian-oriented environment will be freed for landscaped courts, plazas and walks.

Landscaping will be provided along the perimeter roads and within parking areas to screen and soften the effect of surface parking. All planting within the "deck" areas will be in drainable containers installed on the deck surface. To provide the largest soil volume for tree growth and support and to minimize vehicular sight line blockage at drive aisles, the main tree groupings will be placed within the parking bays in taller containers skirted by low ground covers. End island planting should be lower in height to preserve sight lines at drive aisles. These areas will be tiered to provide more soil volume for improved plant growth and a better display textural plantings. The islands will be accentuated by decorative light standards with integrated color baskets and flowering vines (Figure 31b). Special

paving patterns, in conjunction with the landscaping, should be considered to lessen the effect of extensive surface parking.

Plant material sizes at installation should be consistent with the project scale, detail level of proposed structures and other site amenities provided. Generally large, unadorned structures require larger initial planting sizes. Hazard Center, however, will have an "interest" all it's own. Plant sizing will be utilized to provide a part of this unique "interest" along with the other proposed architectural details and plaza amenities. In addition, there will be limitations in the deck parking area in terms of soil weight. The following are suggested minimum sizes for various areas within the project.

1. Restricted Building Area Interface With SR-163: Generally these native and drought tolerant species will be installed in 5 and 15 gallon tree sizes and 1 and 5 gallon shrub sizes. The sizes will be approximately equal in distribution.
2. Friars/Frazee/Mission Center road Frontage: Basic tree sizes will be 24" box minimum with entry statement and corner I.D. trees increased to combinations of 36" and 48" box sizes. Distribution of 36" and 48" box sizes would be approximately 80% - 36" box and 20% - 48" box. Street trees will be planted minimum 24" box size.
3. Hazard Center Road Frontage: Hazard Center frontage trees will be minimum 24" box-size to the westerly project limits at the woodlands habitat. Woodlands habitat trees will be five and fifteen gallon sizes with distributions approximately 50% each. At the main pedestrian entry from Hazard Center Drive at the project midpoint, accent trees will be installed in 48" and 60" box sizes approximate distribution 70% - 48" box, 30% - 60" box.
4. Parking Area Deck Planting: These trees will be installed in raised containers within the parking area and will be 24" box minimum size.
5. Store Front/Plaza Areas: These containerized trees will be installed in a combination of 24" box and 36" box. Approximate distribution = 80% - 36" box, 20% - 24" box.
6. Shrub Materials: Shrub sizes should be consistent with tree material sizes in their respective locations. As an example, perimeter frontage planting along Friars, Frazee, and Hazard Center will be done with 5 gallon shrubs within the exception that ground cover shrubs will be installed in 1 gallon sizes. At project corners, project entries, plaza areas, and store fronts, approximately 10-15% of shrub material will be 15 gallon size. Color will be planted from quarts on close centers for instant affect. Lawns, wherever possible, will be installed as sod.

A system of landscaped walkways extending through residential open space areas will link residents with project recreational facilities. Controlled linkages between the private residential pedestrian system and the public riverside pedestrian walk will be provided.

Roofs of low buildings visible from adjacent roadways or sites, or from higher buildings within the complex, should be organized and designed as carefully as other exposures of the building elements. Equipment should be integrated into building forms where it cannot be hidden from view.

Views

Building orientations will be established to maximize view opportunities to the river environment and the valley setting. The hotel and office tower will be sited to capture important views and spaced to provide generous view corridors from existing and proposed public streets. Low-rise retail structures will include restaurant dining decks and open plazas in Phase I with views to the river.

Concept plans for the residential complex contemplate a mix of stepped low- to mid-rise units. This design solution coupled with a staggered arrangement of building groupings will produce the maximum number of river-view residences on the relatively flat site. Any shading of the river will be minimal because of the north side location of the complex; however, final design of building groupings in close proximity to the river should reflect this design consideration.

Buildings should be staggered along the river corridor and should be designed to step back both horizontally and vertically from the river to provide views and to preclude an undesirable wall effect. In addition, the building profiles and roof lines will be staggered by varying the number of floors within each block of building units. A similar staggered configuration should be used along the public pedestrian linkages between Hazard Center Drive and the river.

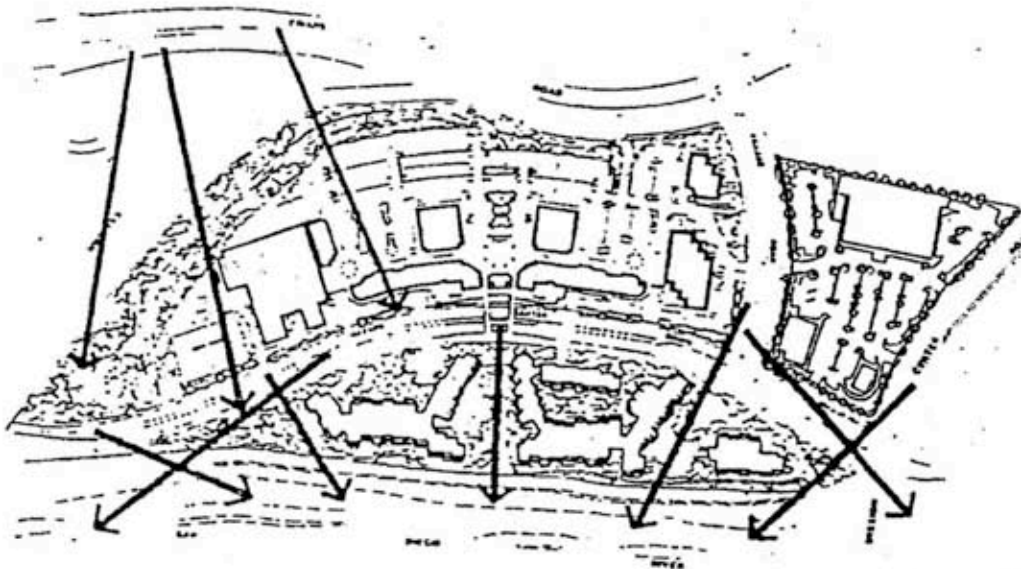
Important view corridors to the river will be provided substantially as shown on the public view schematic (Figure 32). Key landscaped see-throughs should be provided from Frazee Road (as it drops south into the complex area), the intersection of Mission Center Drive where it drops to enter a proposed undercrossing of State Route 163. Approximately 45.6 percent of the frontage along Hazard Center Drive should be reserved for landscaped see-through corridors.

View opportunities are illustrated in Figures 17 and 32.

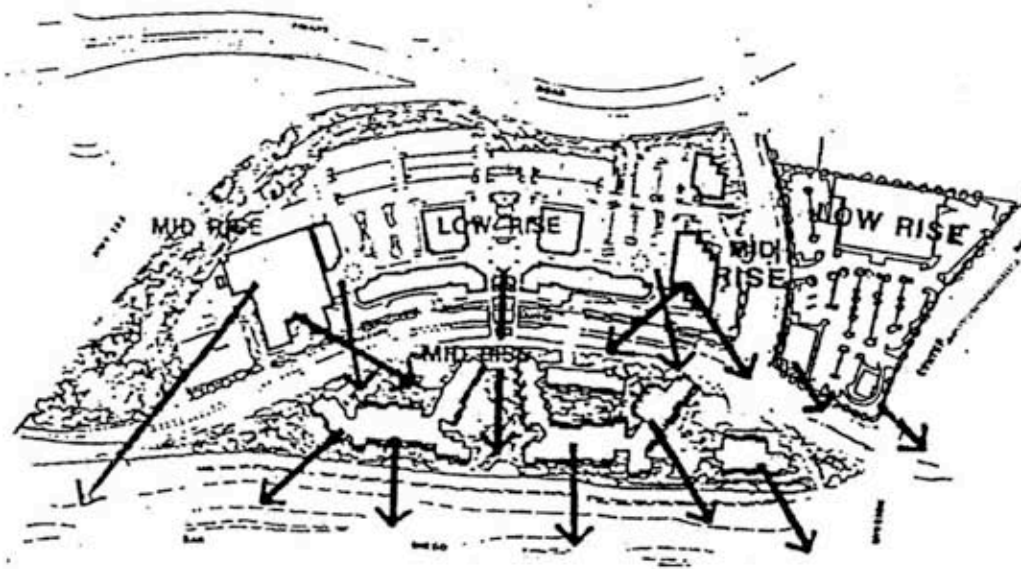
C. ACCESS AND CIRCULATION

The Hazard Center has been designed as a transportation-efficient complex in an attempt to maximize internal circulation between activity centers and reduce traffic

View Corridors from Public Roads



Views from the Project



generation and parking demands below levels associated with conventional development. The mixed-use concept will make it possible for occupants to live, work, shop and recreate within the environment through a convenient pedestrian system linking various functions and providing controlled connections with the planned riverfront system. Furthermore, the hotel/commercial/office mix will allow reciprocal use of parking areas during the daytime and nighttime periods.

GUIDELINES:

Pedestrian Circulation

Major elements of the internal pedestrian system are illustrated in Figures 20 and 23, and will include:

1. A focal point for pedestrian movement centered in the core hotel/commercial/office complex;
2. A system of pedestrian pathway elements linking the commercial and office functions to the residential development along the river front;
3. Controlled linkages between the residential complex and the retail-office core, including an elevated structure, midblock connection to be built with the Phase III (residential) development. An at-grade intersection may be provided in lieu of the elevated crossing, if approved by the Engineering and Development Department.
4. Defined pedestrian ways extending from the hotel/commercial/office core to traffic-controlled crossings to the commercial-retail center on the east, and Mission Center Road;
5. Pedestrian linkages between river front development and the planned river front pedestrian system extending from Mission Center Road to a City-proposed undercrossing of State Route 163. A minimum of two public pedestrian linkages through the residential development should be provided -- one to align with Frazee Road and one at the project midpoint as shown. Provision should also be made for access through the open space areas at the east and west ends of the residential development.

The pedestrian linkages to the river front environment should be designed to afford attractive interfaces and avoid public-private conflict. Where these linkages pass through the residential development, the buildings should be located no closer than 70' apart, with an average separation of 100' to provide a comfortable, well-landscaped public path while still allowing adequate private space for the residences. The pedestrian way extending along the north side of the river channel should be located within the buffer area except where alignments within the channel are deemed necessary for public access to the river or the transition to the undercrossing of State Route 163. The pedestrian way

should be six feet wide except at possible rest areas or lookouts located near State Route 163 and near Mission Center Road (Figures 20 and 33).

Primary pedestrian linkages are illustrated in Figure 33.

Automobile Access

Multi-directional access and linkages will be provided through the planned circulation system. A future road connection to the Fashion Valley area will extend Hazard Center Drive westerly via a planned four-lane undercrossing of State Route 163, of which Hazard Center will provide two lanes, and the City will provide the additional two lanes at some future date, if desired. Preliminary design proposals include curvilinear alignment and control of vehicular speed (particularly where the highway will taper from four lanes to the two-lane underpass). Frazee Road will extend from Friars Road to Hazard Center Drive.

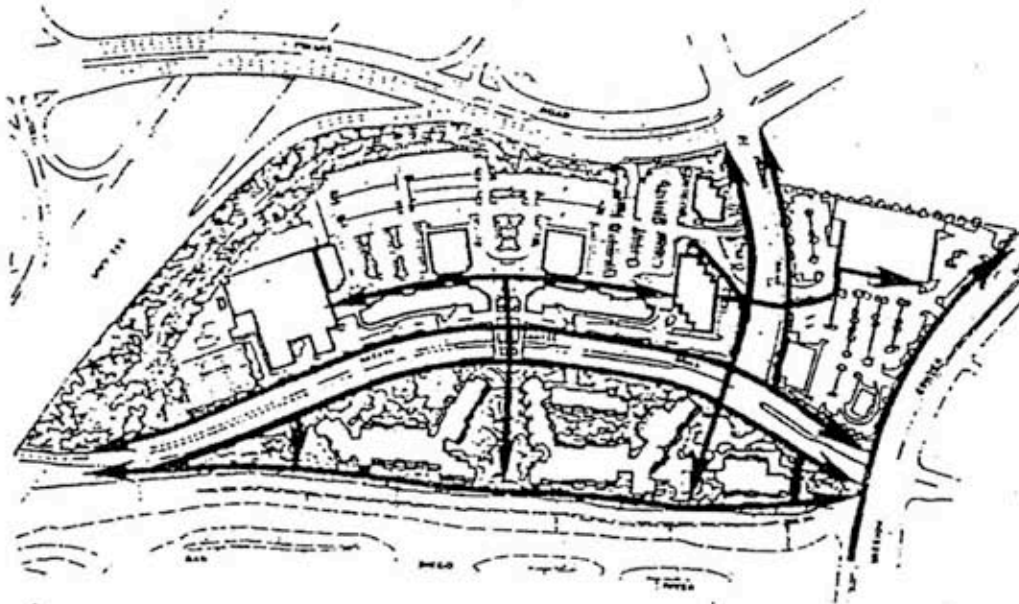
Automobile driveways should be carefully designed with the pedestrian in mind. Entry drive widths should be held to a maximum of 30 feet, except at required service drives, and a textured or patterned surface meeting City design standards should be provided to visually define pedestrian crosswalks. Accesses to parking structures should avoid crossing pedestrian ways, wherever practical.

Parking

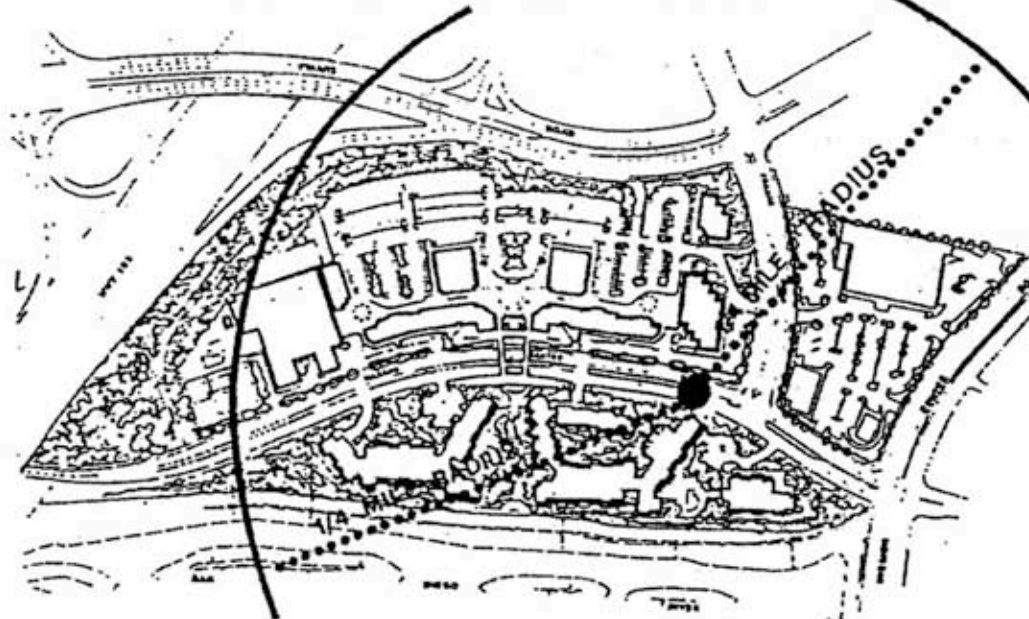
The complex will include approximately 2,738 parking spaces to serve projected-use allocations. The Phase I core hotel/commercial/office complex will be provided with 2,138 spaces, based on the Shared Parking Allocation Study (Appendix 3). The commercial-retail center east of Frazee Road will have parking provided to the satisfaction of City Planning and Engineering staff with approximately 300 spaces. The parking serving the satellite commercial-retail center east of Frazee Road will be accommodated by landscaped surface parking. The residential complex, when ultimately developed, will require roughly 290 spaces for residents and guests based on a 2 cars/unit ratio. The allocation of this parking relating to the specific uses is shown in the Phase I resume on Exhibit 1 contained in Appendix 4 of this report.

In the hotel/commercial/office complex, all parking dedicated to the commercial-retail uses is located at grade adjacent to the main "plaza" level (Level 56). There will also be some short-term parking to serve the office building located at this level. The majority of remaining parking for the hotel, theater and office tower will be located in a below-grade structure. Hotel parking will be accommodated at Level 45.5 between the theater and the hotel. Office parking will be provided at the eastern end of the parking structure at Level 45.5 and at Level 35. Theater parking will be accommodated in the central and eastern area of the

Pedestrian Circulation



Bus Stations and Access



Level 45.5 structure and use the entire Level 35 parking area in evenings.

Due to the planned location of an LRT station within Hazard Center, which could reduce automobile travel to and from the site, reductions in parking requirements may be considered on an individual project basis. Reduced parking requirements could allow for increased open space, landscaping and pedestrian circulation within the project.

With the exception of a small allocation of visitor spaces to serve the residential complex, all of the parking spaces contained within the residential development sited along the river will be provided in underground or structured parking facilities.

Parking on Hazard Center Drive would be prohibited or severely restricted in order to provide for bike movements and designated bus stops.

Public Transportation

Bus stops are proposed to be located just westerly of the Frazee Road intersection with Hazard Center Drive (Figure 31). While the precise locations would be subject to some revision based on future studies, such stops should ideally be centrally located with respect to the core hotel/commercial/office complex.

Light Rail Transit:

1. A thirty-five (35) foot Light Rail Transit (LRT) corridor right-of-way reservation shall be granted at the time of recordation of the first final subdivision map for Hazard Center pursuant to TM No. 85-0362. Dedication of an easement will take place upon commencement of construction of the Mission Valley LRT only if the final alignment of the LRT right-of-way will depend on final engineering and design. Conditions and criteria associated with the LRT reservation are included in the Urban Design and Development Guidelines Section IVB. In no event shall it be greater than the thirty-five (35) foot reservation. The original reservation, that becomes excess after the final engineering and design, shall revert back to Hazard Center.

2. Reservation of an urban LRT station, similar to the existing station on "C" Street between Sixth and Seventh Avenues to be granted at the time of approval of the first final subdivision map pursuant to TM No. 85-0362. If Hazard Center chooses to commercially develop the air rights above the LRT station, the developer shall pay fair market rent for said air rights to the Metropolitan Transit District.

3. The alignment for the LRT right-of-way shall be at-grade along the south side of Hazard Center Drive.

4. The thirty-five (35) foot reservations described in #1 and #2 above, shall expire at the end of ten (10) years if the reservations do not become publicly dedicated easements pursuant to the terms in 1. above. The reservations may be extended for an additional period of five (5) years if the San Diego City Council makes a finding that the Mission Valley LRT is progressing toward commencement of construction.

5. By making these offers to dedicate, Hazard Center shall have no further responsibilities, financial or otherwise for the LRT.

6. Because the reservation and dedication of the LRT right-of-way and station will have a positive impact by reducing traffic in Mission Valley, Hazard Center shall receive a ten percent (10%) increase in the allowable building square footage, in exchange for said reservation and dedication. The increase in allowable building square footage may take place after dedication of the LRT right-of-way and station and in any phase of Hazard Center.

7. Driveway access to Phase Three, is guaranteed at three (3) locations along Hazard Center Drive.

D. NOISE MITIGATION

Some residential units and the hotel may be subject to exterior noise levels from future traffic conditions that exceed 65 decibels. The Light Rail Transit facility may also affect the residential uses. The areas subjected to noise levels exceeding 65 decibels are identified in the Environmental Impact Report No. 83-0092. To insure that interior noise is reduced to 45 decibels or less in these areas, the applicants will perform an acoustical analysis. This acoustical analysis should be conducted prior to issuance of building permits for the hotel and during environmental review of the PRD special permit for the residential uses.

Any outdoor private recreation areas in the hotel and residential area that are subject to significant adverse traffic noise conditions will be shielded from line-of-sight noise sources by earth berms and/or masonry walls. These earth berms or walls should be accompanied by landscaping, should be visually compatible with surrounding open spaces and should avoid, where feasible, view blockage to the river corridor.

See Appendix 4 for Conceptual Design Exhibits.

E. ARCHITECTURAL DESIGN

The hotel/commercial/office/complex; Phase I, of Hazard Center is complete. The existing center is an eclectic blend of traditional forms and modern materials. The

Architectural theme for the commercial/retail center on the East, (Phase II), will emphasize design continuity with the existing complex. This will be accomplished through the use of predominantly the same materials and colors. The Architectural detailing of the center will be similar, where appropriate, taking into account the size and scale of the buildings in this phase. The Landscape palate and the signage design will also be similar to further tie the centers together visually.

In keeping with the high standard of architectural design in Hazard Center, and in view of the site's visibility, special attention should be given to components of the commercial retail use in Phase II. Specifically, the loading docks, refuse collection and compactor areas are to be screened from the public right-of-way.

Park in the Valley

Park in the Valley includes 31.7 acres located on the north side of Camino de la Reina between Mission Center Road and Stadium Way. The easterly portion of the site (east of Camino del Este) includes 9.2 acres, and has been developed with approximately 300 multiple family residential dwelling units (Figure 34)

The remaining 22.5-acre site (Park in the Valley - West) will be developed in two phases. The initial phase will consist of the development of free-standing commercial buildings adjacent to Mission Center Road on the west end, and adjacent to Camino del Este and Camino de la Reina on the east end. Phase II provides for the development of the remaining center portion of the property across from Mission Valley Center. It is anticipated that this center portion will be of a higher development intensity and provides the opportunity for multiple land uses, including retail, office, and hotel buildings. A proposed future Light Rail Transit (LRT) station would be located in this area.

The level of development intensity for the Phase II area will largely be determined by market conditions in the future. Phase II will be further influenced by continued development of nearby properties in the area. Therefore, Phase II alternative site development options have been incorporated into this Specific Plan.

A. LAND USE TYPE AND INTENSITY

Park in the Valley will fulfill the goals of this Specific Plan related to the development of properties adjacent to the San Diego River, and for the development of river improvements. In 1990, the City of San Diego adopted the Mission Valley Planned District Ordinance to provide additional regulations for the development within Mission Valley. The purpose of these regulations is to ensure that development and redevelopment in Mission Valley will be accomplished in a manner that enhances and preserves sensitive resource areas; improves vehicular, bicycle, pedestrian and public transit circulation; provides reasonable use of property; and contributes to the aesthetic and functional well being of the community. These regulations link development intensity to the traffic levels allowed under the Mission Valley Community Plan.

The following is the summary of the permitted land uses, maximum development intensity for a mixed use development, and total project trip generations for Park in the Valley. Alternate development options for Park in the Valley - West allow for some variation of uses and densities within the total allowable ADTs.

TOTAL PROJECT RIPS (ADT's) ALLOWED: 28,100 ADT
(Park in the Valley - East and West)

USE	MAXIMUM BUILDING AREA ALLOCATION*	TRIP RATE	AVERAGE DAILY TRIPS (ADTs)
Retail	300,000 sf **	51/1000 sf	15,300
Office	500,000 sf	16/1000 sf	8,000
Hotel	300 rooms plus 16,400 square feet of ancillary meeting space	8/room	2,400
Residential***	300 units	8/unit	2,400
TOTAL PROJECT TRIP GENERATION			28,100

- * Actual total uses may vary; total allowable ADT will not exceed 28,100 ADT.
- ** In an all-retail project, the maximum square footage would be 410,000 sf.
- *** Existing residential units in Park in the Valley - East. No residential units are included in Park in the Valley - West.

Park in the Valley - East (9.2 acres)

The existing residential development located between Camino del Este and Stadium Way includes approximately 300 multi-family residential dwelling units in three-story buildings with underground parking.

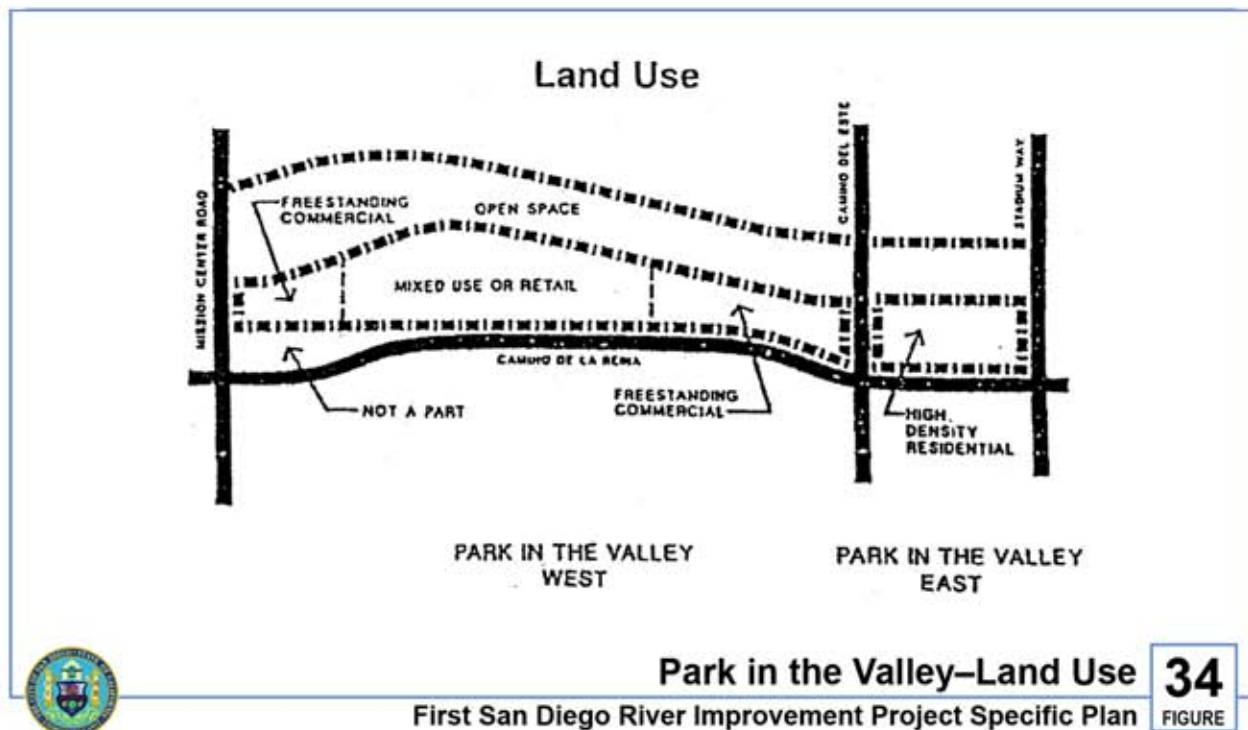
Park in the Valley - West (22.5 acres)

The western majority of Park in the Valley will be developed in two phases. Phase I will consist of freestanding commercial buildings at either end of the 22.45-acre site. Phase II will be developed either as a mixed-use commercial development or retail center, depending on market demand. Phase I is intended to occur in advance of Phase II although strict adherence to this phasing schedule is not required.

In order to maintain flexibility, several alternative development options are included in this plan as Options A through E. These include two-mixed-use options, two retail options, and a retail/entertainment/restaurant option.

The freestanding commercial buildings and retail element of Park in the Valley - West will complement and benefit from the existing Mission Valley Center across Camino de la Reina, and will enhance the retail synergy of the area. The development Options provide the opportunity to locate active uses adjacent to the proposed LRT station and along a pedestrian "street" connection to Camino de la Reina. In addition, a pedestrian bridge or signalized intersection will link Park in the Valley with Mission Valley Center to the south.

The following pages illustrate Options A through E and summarize Phase I and Phase II site development options for Park in the Valley - West. The Option diagrams represent the desired relationship between the proposed future LRT station and adjacent buildings, pedestrian access and the river. Actual driveway locations, building locations, configurations, and size may vary. In the event that construction of the proposed LRT project does not proceed, then the Park in the Valley site shall develop without the LRT under a Special Permit application, without the need for a Specific Plan Amendment.



Park in the Valley - West

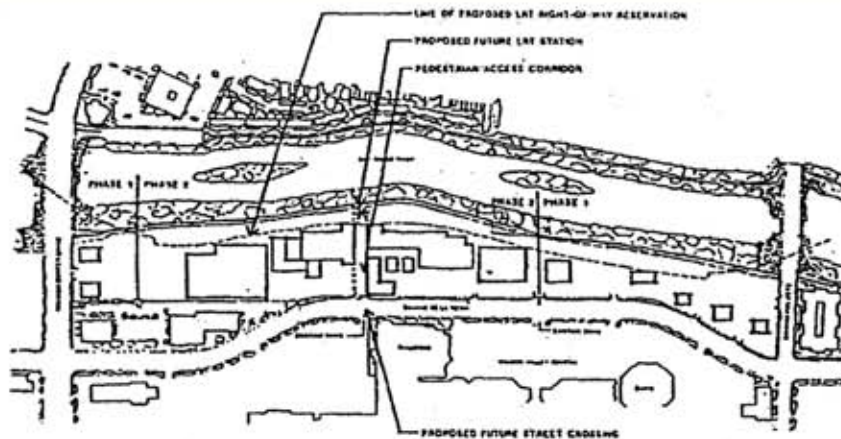
Option A

Phase I:

This phase will include a maximum of seven free-standing commercial buildings, such as restaurants, banks, service stations, and individual retail stores, totalling approximately 35,000 square feet on two site areas totalling approximately 7 acres.

Phase II:

Phase II will include a mixed-use complex of approximately 265,000 square feet of retail, 500,000 square feet of office space in multiple buildings with ground-level commercial retail uses, and a 300-room hotel with supporting uses and parking structures on approximately 10.5 acres. Parking lots and structures would be sited so as to maximize shared parking among adjacent uses. The multi-level complex will link the proposed LRT station to future Camino de la Reina street crossings via a 30-foot minimum main pedestrian corridor, with several retail establishments, smaller than the large retail anchors, and a plaza along the northern segment of the corridor.



Park in the Valley-West Option A-Mixed Use
First San Diego River Improvement Project Specific Plan

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FIGURE

Park in the Valley - West

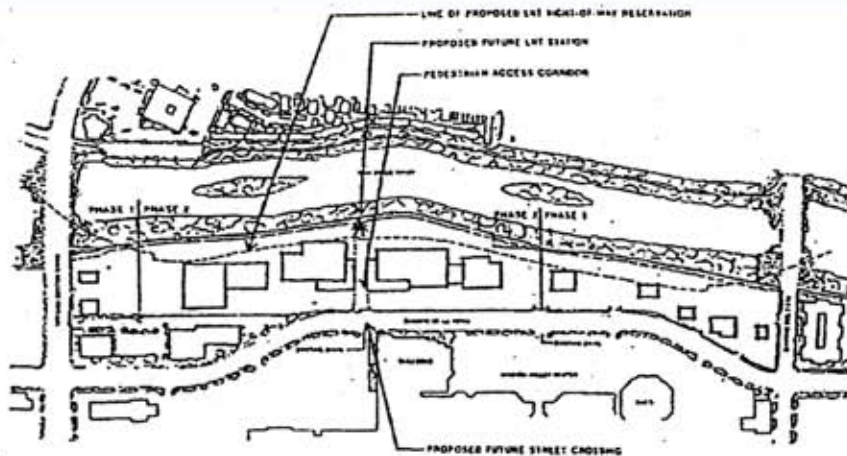
Option B

Phase I:

This phase will include a maximum of seven free-standing commercial buildings, such as restaurants, banks, service stations, and individual retail stores, totalling approximately 35,000 square feet on two site areas totalling approximately 7 acres.

Phase II:

This phase may include a retail center of approximately 265,000 square feet including several major retail anchors, shops, and restaurants with a combination of surface parking and limited structured parking on approximately 10.5 acres. The retail center will link the proposed LRT station to future Camino de la Reina street crossings via a 30-foot minimum main pedestrian corridor, with several retail and/or food establishments, smaller than the large retail anchors, and a plaza along the northern segment of the corridor.



Park in the Valley-West Option B-Retail Center

First San Diego River Improvement Project Specific Plan

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FIGURE

Park in the Valley - West

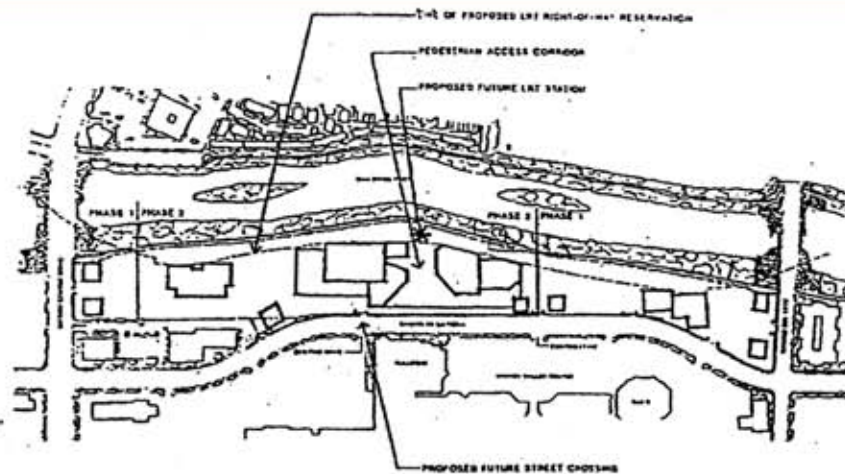
Option C

Phase I:

This phase will include a maximum of seven free-standing commercial buildings, such as restaurants, banks, service stations, and individual retail stores, totalling approximately 50,000 square feet on two site areas totalling approximately 7 acres.

Phase II:

This phase may include a multi-level retail complex of approximately 360,000 square feet, including multi-level retail anchor stores, shops, restaurant and entertainment facilities with supporting parking structures on approximately 10.5 acres. The multi-level complex will link the proposed LRT station to future Camino de la Reina street crossings via a 30-foot minimum main pedestrian corridor, with several retail establishments, smaller than the large retail anchors, and a plaza along the northern segment of the corridor.



Park in the Valley-West Option C-Retail Center

First San Diego River Improvement Project Specific Plan

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FIGURE

Park in the Valley - West

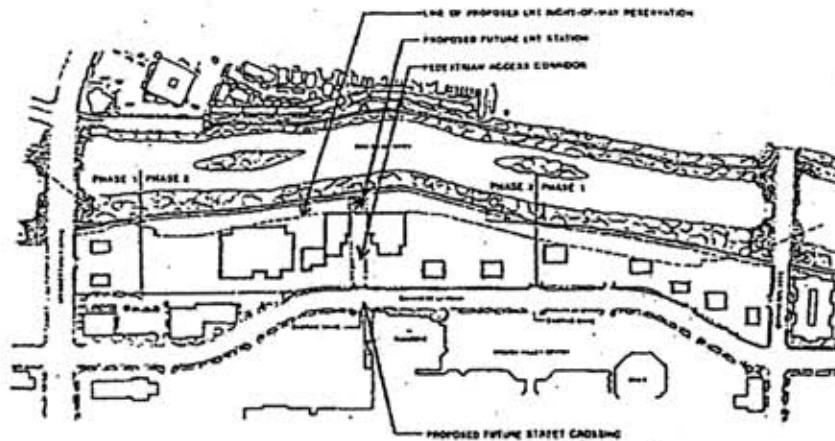
Option D

Phase I:

This phase will include a maximum of seven free-standing commercial buildings, such as restaurants, banks, service stations, and individual retail stores, totalling approximately 35,000 square feet on two site areas totalling approximately 7 acres.

Phase II:

This phase may include a retail/entertainment/restaurant complex including freestanding restaurants, theaters, and shops of approximately 150,000 square feet. The complex will link the proposed LRT station to future Camino de la Reina street crossings via a 30-foot minimum main pedestrian corridor, with several retail establishments, smaller than the large retail anchors, and a plaza along the northern segment of the corridor.



Park in the Valley-West Option D-Retail/ Entertainment/Restaurant Complex

First San Diego River Improvement Project Specific Plan

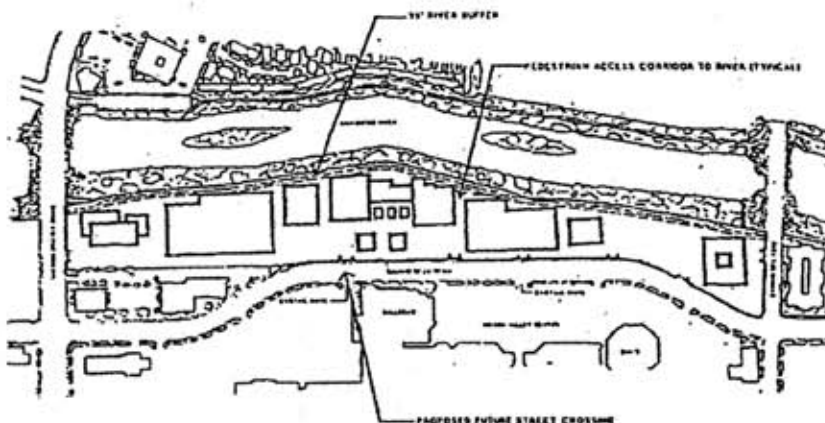
38
FIGURE



Park in the Valley - West

Option E

In the event that the LRT project does not occur, this option would provide for the development of a multi-use project consisting of a maximum of 500,000 square feet of office buildings, 300,000 square feet of retail buildings, and a 300-room hotel with 16,400 square feet of ancillary meeting space. A 35' river buffer shall be provided in accordance with the MVPDO. Access to the river should be provided by pedestrian walkways and/or defined plazas between buildings.



Park in the Valley—West Option E—Mixed Use/No LRT

First San Diego River Improvement Project Specific Plan

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FIGURE

B. DEVELOPMENT GUIDELINES

Development guidelines are designed to provide a basis for the evaluation of future development plans and public improvements. Guidelines also provide the qualitative design concepts that will make subsequent development actions consistent.

1. Consistency with the Mission Valley Planned District Ordinance (MVPDO)

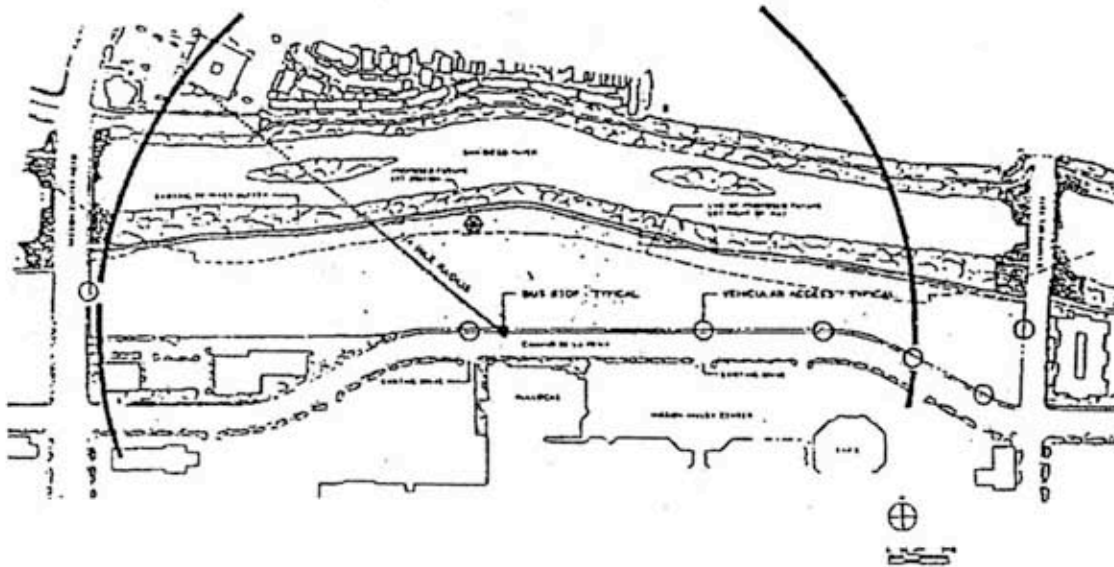
The original FSDRIP Specific Plan was adopted prior to City adoption of the MVPDO in July 1990. It is the intent of this revision to conform with the goals and objectives of the MVPDO development criteria. References to the MVPDO are specific only to the Park in the Valley property. These references shall not apply now or in the future to other FSDRIP properties. The Park in the Valley requirements with regard to MTDB are set forth in this project's Tentative Map Conditions (TM 92-0608).

2. Light Rail Transit (LRT/Transit Orientation)

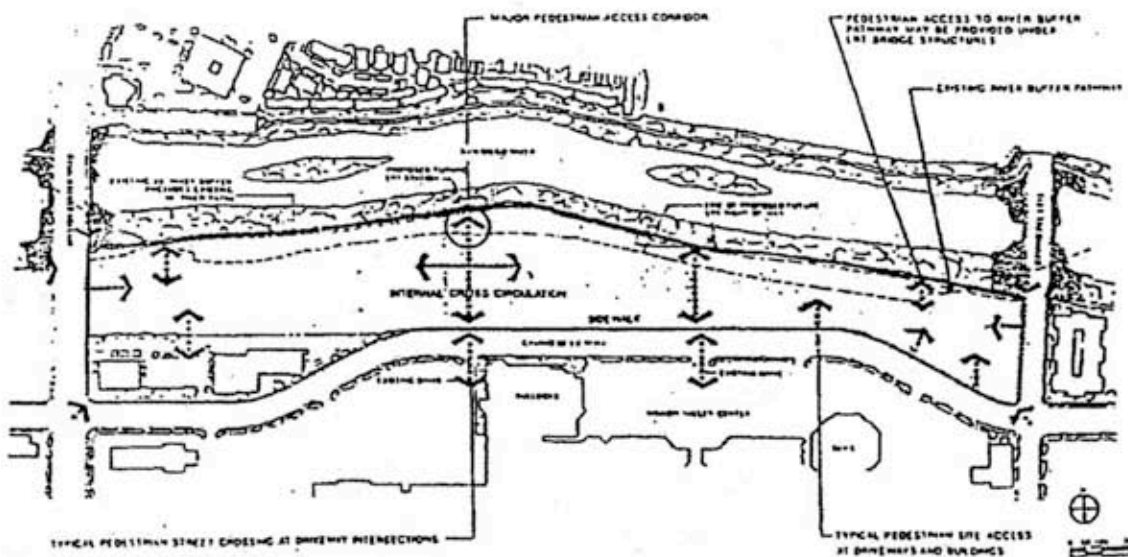
The Metropolitan Transit Development Board (MTDB) proposes a Light Rail transit line and station within the Park in the Valley - West site. The line will generally follow the river buffer along the top of the 100-year floodway, with the proposed station to be located approximately in the center portion of the site. At the east and west ends of the site, the LRT begins to rise on slope embankments and bridge structures to cross Mission Center Road and Camino del Este respectively. As a result, it is anticipated that views and access to the river will be limited on the east and west ends of the site, as shown in Figure 40.

Freestanding commercial buildings will be located in Phase I on the east and west ends of Park in the Valley - West where views and access to the river is limited. The Phase II center portion of the site should provide for the LRT station as shown in Options A through D. Buildings adjacent to the LRT station will include several smaller retail establishments, and are encouraged to provide active uses at the ground level along a 30-foot minimum pedestrian corridor, or "street" between buildings, with landscaping, seating, decorative paving and other urban amenities. The pedestrian corridor will link the proposed LRT station to the Camino de la Reina pedestrian bridge or street crossing(s) over Camino de la Reina.

Vehicular Access and Public Transit



Pedestrian Circulation



Park in the Valley West—Vehicular Access and Public Transit and Pedestrian Circulation
 First San Diego River Improvement Project Specific Plan

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FIGURE



A bus stop(s) is intended to be located along Camino de la Reina, at the pedestrian street crossing connecting with the pedestrian corridor and the LRT station.

3. Open Space

A minimum of 33% of the total site shall be in landscaped open areas. Landscaping shall be provided in accordance with the City of San Diego Landscape Ordinance and MVPDO, and shall define open spaces, vistas, linking elements and pedestrian circulation corridors. Landscaped open space view corridors should be provided at the ground level along Camino de la Reina, and building setbacks should be provided at the river crossings at Mission Center Road and Camino del Este. Approximately 10% of the site's perimeter along Camino de la Reina should be reserved for landscaped view corridors.

The river buffer shall extend from the San Diego River measured from the 100-year floodway line. A 20' river buffer shall be provided at the east and west ends of the property where the proposed future LRT is elevated. Elsewhere on-site the LRT right-of-way will provide additional buffer area in accordance with the MVPDO. If the LRT is not constructed, then a 35' buffer will be provided in accordance with the MVPDO.

4. View Corridors (Figure 41)

The Park in the Valley development is comprised of multiple buildings providing the opportunity for view corridors between the buildings. In addition to the major pedestrian access corridor linking the LRT station to Camino de la Reina, north/south view and access corridors should be provided in several locations between buildings.

Landscaped parking areas and setbacks shall be designed to maintain views from Camino de la Reina to the river. A 20' river buffer is provided at the east and west ends of the property to maintain the openness of the river pathway and views up and down the river. To allow view corridors at pedestrian levels, landscaping materials in the view corridor areas should include tall trees with canopy areas, rather than short bushy trees.

VIEW CORRIDOR

PARKING LOT

BUILDING FOOTPRINT

VIEW CORRIDOR

PROVIDE VIEW CORRIDORS BETWEEN BUILDINGS.
ACTUAL LOCATION OF VIEWS MAY VARY.
REFER TO OPTIONS A THRU E

[illegible]

5. Access and Circulation

Pedestrian and vehicular access and circulation shall be designed to link the river, the proposed LRT station and buildings with parking areas, and access to adjacent properties via a comprehensive access and circulation system.

Pedestrian walkways and plazas should be separated from vehicular circulation by a raised curb or bollard, and can be further defined by the use of landscaping, light fixtures and architectural elements. In instances where parking areas occur between buildings, walkways should be provided between these buildings to avoid requiring pedestrians to walk within main circulation drives.

A pedestrian bridge over Camino de la Reina shall be provided to link the planned development and the pedestrian/LRT corridor with Mission Valley Center. A signalized intersection may be provided in lieu of a pedestrian bridge if approved by the Engineering and Development Department.

Pedestrian walkways should be separated from vehicular circulation. The entire circulation system should be well lighted, further defined by landscaping.

Automobile driveways at Camino de la Reina should be carefully designed with pedestrian crossings in mind (see Figure 40). A patterned surface should be included to visually accent the pedestrian right-of-way. Automobile access to parking structures should avoid crossing the pedestrian sidewalks whenever possible.

6. Parking

The Park in the Valley development provides potential land uses which are compatible and in close proximity to one another, and are therefore eligible to utilize the City of San Diego Shared Parking Standards, Section 101.0830 of the City of San Diego Zoning Ordinance. In those areas where the opportunity for shared parking does not exist, parking shall be provided in accordance with the Zoning Ordinance (Division 8 - Off-street parking).

The Phase I commercial development may need to provide parking based on the zoning code parking requirements, however, upon completion of Phase II the overall parking ratio requirements may be lower if a shared parking plan is approved.

Parking areas and parking structures shall be landscaped, and provide for pedestrian circulation in accordance with the City of San Diego Landscape Ordinance and MVPDO.

7. Urban Design

The following design objectives and criteria are intended to create a development of consistent quality, visual continuity and functionally integrated.

- a. Architectural Treatments and Materials - The character of the Mission Valley and river setting suggests the use of certain materials as being more appropriate than others. Building materials should convey durability and permanence suitable to the San Diego climate. Design features should be incorporated into all structures to increase visual interest at ground level.

Structures shall create transitions in form and scale between large buildings and adjacent smaller buildings. Buildings should terrace down to the river and to open areas to maintain a comfortable scale relationship. Project focal points or landmarks, such as at the proposed LRT station, shall provide visual orientation through the use of vertical elements or other special forms. These architectural elements are particularly applicable adjacent to urban plaza areas.

A 30-foot minimum pedestrian corridor will link the proposed LRT station with Camino de la Reina and Mission Valley Center to the south. Several retail establishments, smaller than the large retail anchors, will be provided along the pedestrian corridor near the LRT station to provide for active, pedestrian-oriented development near the station.

Reflective materials should not be used in a way which causes a traffic hazard, diminishes the quality of riparian habitat, or reduces the enjoyment of public open space. No more than 50% of any single elevation of a building's exterior may be constituted of material with a light reflectivity greater than 30%.

- b. Plazas - A plaza or court will be provided at the proposed future LRT station to provide a

pedestrian gathering spot. The plaza should integrate hardscape and landscape areas, and have a focal point such as an architectural element, sculpture, garden or fountain. The plaza area and adjacent proposed future LRT station are intended to be located at the pedestrian corridor. Additional plaza areas are encouraged in conjunction with the commercial development on the site.

- c. Parking Structures - The perimeter of each parking structure floor above street level shall be screened to shield automobiles from public view. Landscaping and architectural treatments shall be provided in conformance with the MVPDO to shield any unfinished structural elements or mechanical appurtenances from at-grade viewing position from the opposite side of the street. Lights visible from the exterior of the structure shall be covered or screened with a diffusing lens, and oriented to minimize the visual impact from a standing position.
- d. Roof Treatment - Special attention shall be paid to roof area treatment and materials in all buildings. Mechanical equipment shall be screened from view above.
- e. Height - In order to provide visual openness and pedestrian scale along the river, building heights or portions of the buildings should generally be lower adjacent to the river, stepping up to higher elements. Height limits are conveyed in Figures 42 and 43, and shall comply with the MVPDO.

8. Noise and Vibration

The LRT and local roadways could generate unacceptable noise levels if a hotel is developed on-site. Site specific mitigation will be required upon review of a site specific study submitted with a subsequent Special Permit for hotel development in conformance with EIR Addendum No. 92-0608.



A hand-drawn cross-section diagram of a hillside. On the left, a horizontal line represents the 'CARRIBE LA RIVER'. Above it, a '3 STOREY WALL' is shown with a 'TOP DETACH' and 'SIDE WALK' area. Below the river, a 'LANDSCAPED PARKWAY' is indicated. A horizontal dimension line shows a '100' WIDE' area. To the right, a 'BUILDING (ENV. LOPE)' is shown on a slope. Below the building, a '3 STOREY WALL AT PROPOSED LOT LINE ON DETACH' is marked. Further down the slope, an 'EXISTING WOOD LOTLINE' and 'NEW ROAD TO LINE' are shown. A 'TOP OF WOOD' line is also indicated. At the bottom right, a 'EXISTING WOOD SHED' is shown. Various setback lines and dimensions are marked with arrows and text throughout the diagram.

Rio Vista West

This project area is located on approximately 94 acres south of Friars Road and east of Qualcomm Way along the north bank of the San Diego River (Figure 44). The San Diego River occupies approximately 23 acres of Rio Vista West resulting in a net developable area of approximately 71 acres. The property was formerly used for processing of sand and gravel.

Provided under separate cover and as an accompaniment to the land use, development intensity and design guidelines provided in this section are the "Rio Vista West Development Standards and Design Guidelines." The Rio Vista West Development Standards and Design Guidelines establish detailed standards and guidelines for a mixed-use community. Implementation of the specific development standards and design guidelines for Rio Vista West will result in the creation of a Transit Oriented Development (TOD) in accordance with the City's TOD Guidelines. In compliance with the City's TOD Guidelines, Rio Vista West encourages transportation and land development patterns that reduce reliance on the automobile and promoting transit use, reducing vehicle trip lengths and creating environments that are conducive to walking and bicycling.

A. LAND USE AND INTENSITY

Rio Vista West establishes a new mixed-use neighborhood designed to implement the City's TOD Guidelines. Diverse housing, retail, entertainment and employment opportunities will be brought together in a way that supports transit, bicycling and walking, enhances the San Diego River corridor, and creates an attractive community with a traditional San Diego aesthetic. These land uses will be organized around public open space features in a traditional or modified grid pattern. The highest residential densities will be provided closest to MTDB's Trolley Station west of Qualcomm Way.

GUIDELINES:

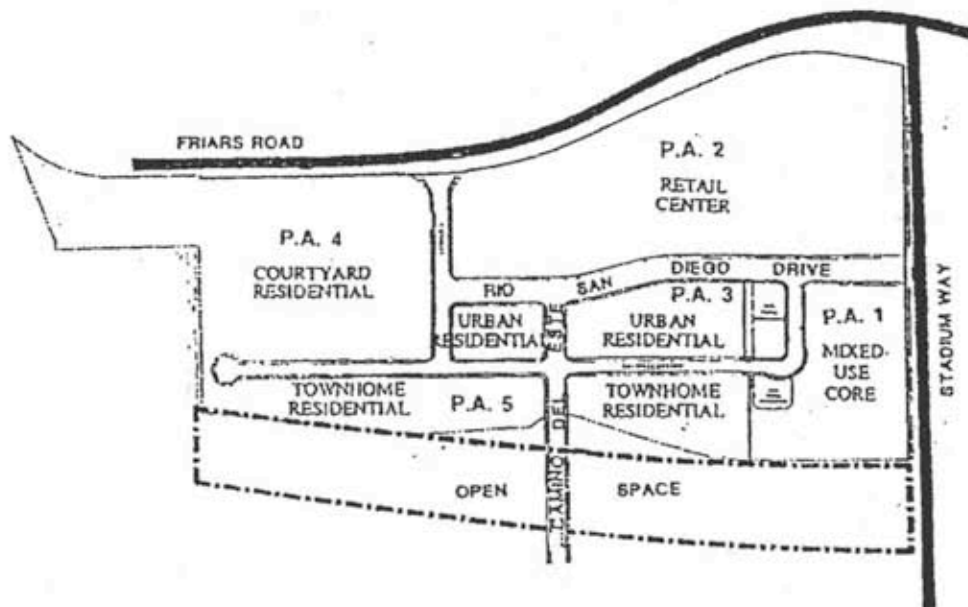
TOTAL DEVELOPMENT INTENSITY

Residential: 928 - 1,754 dwelling units

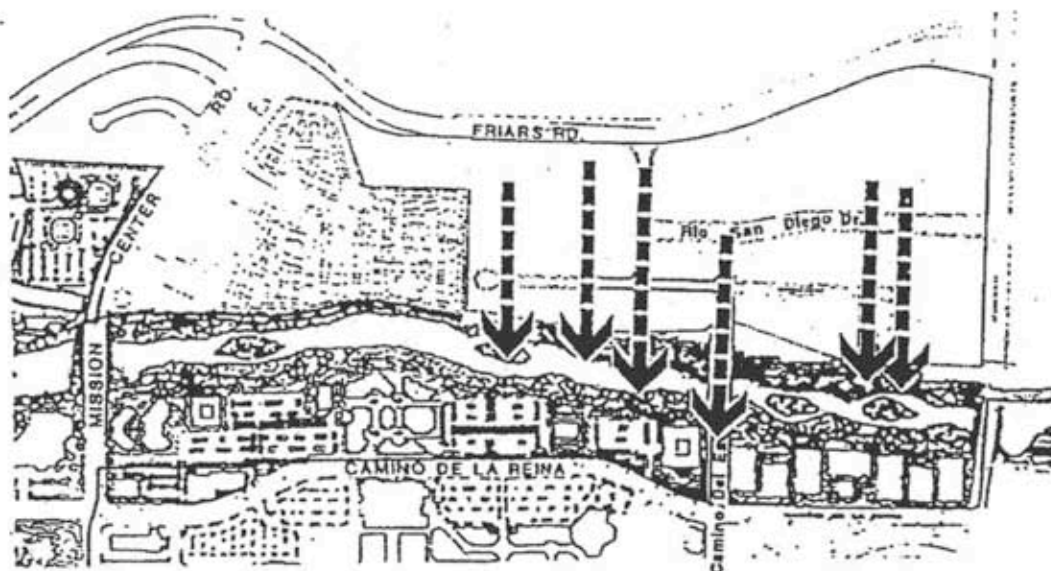
Retail Commercial: 290,000 - 310,000 square feet

Rio Vista West is divided into five separate planning areas as shown in Figure 46. These planning areas include: 1) Urban Residential/Mixed-Use Core; 2) Retail Center; 3) Urban Residential; 4) Courtyard Residential; and, 5) Riverfront Residential. The uses proposed for each of these planning areas have been carefully planned to function as a mixture of integrated land uses. The following uses are proposed (Figure 35):

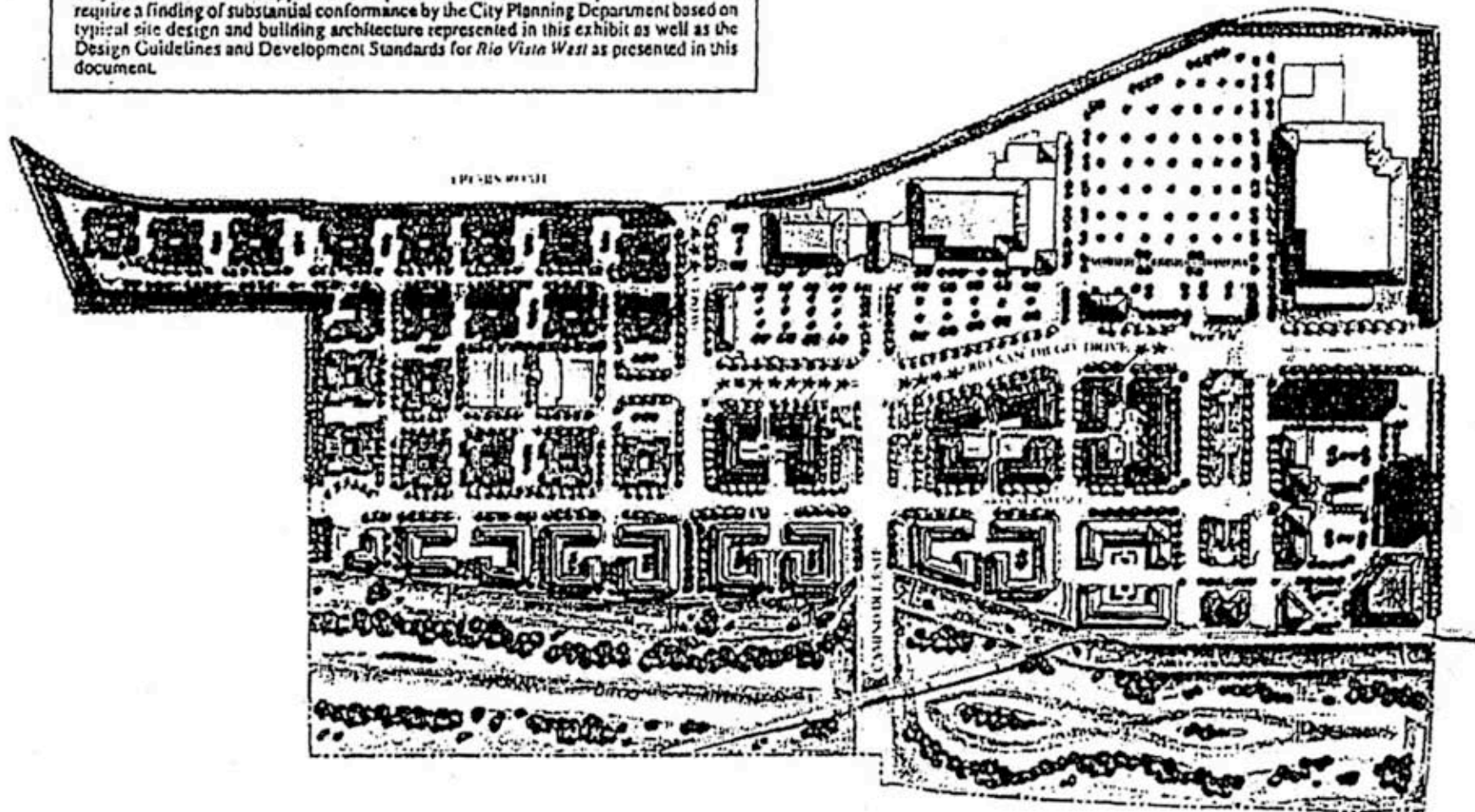
Land Use



View Corridors



This is a conceptual design for illustrative purposes only. Individual lot site design, building footprints, parking and circulation, and architecture are typical and based on the design requirements of the *Rio Vista West Design Guidelines and Development Standards*. Actual development may vary from these typical representations and are subject to submittal and approval of a Special Permit. Review of Special Permits will require a finding of substantial conformance by the City Planning Department based on typical site design and building architecture represented in this exhibit as well as the Design Guidelines and Development Standards for *Rio Vista West* as presented in this document.

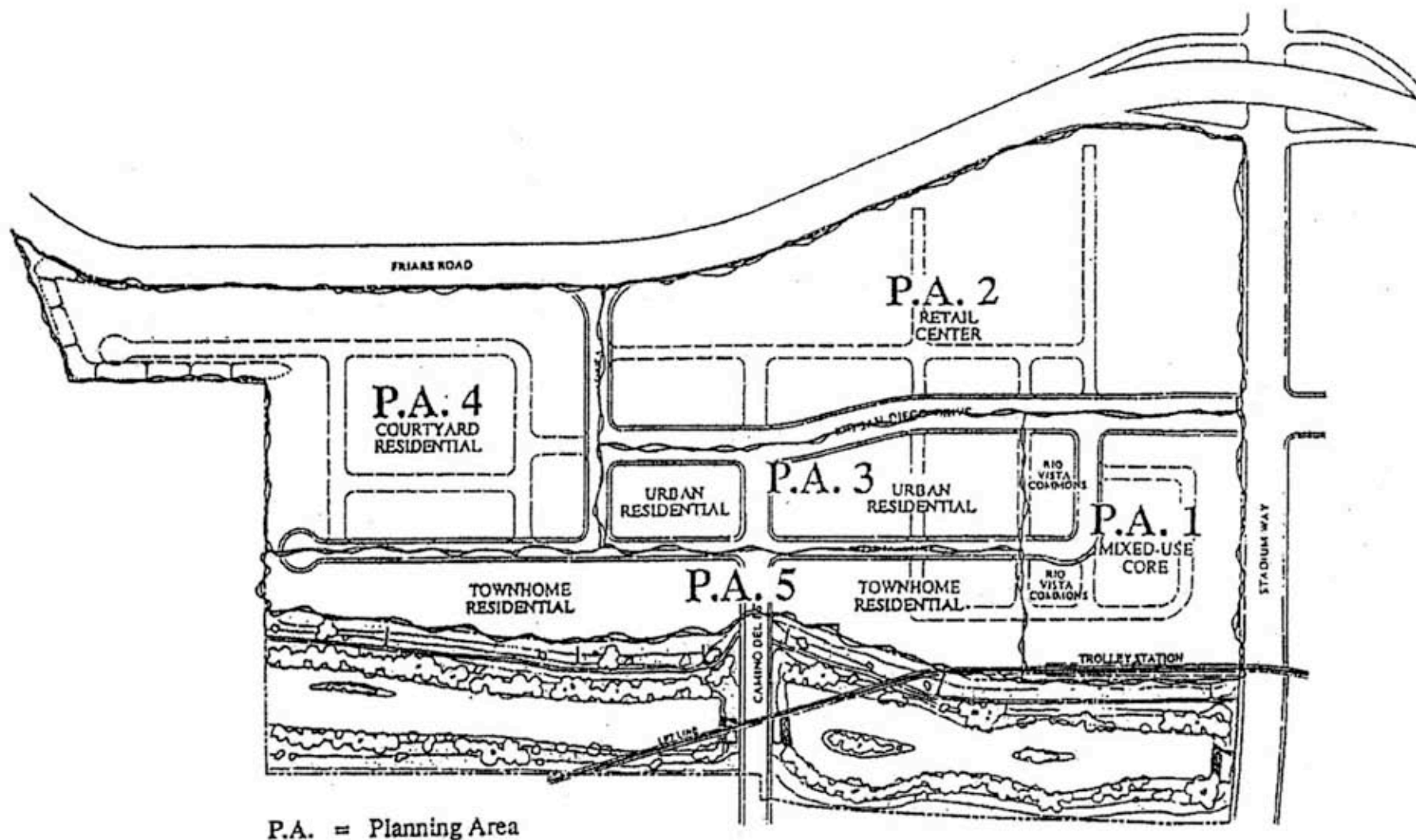


Rio Vista West – Illustrative Site Plan
First San Diego River Improvement Project Specific Plan

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FIGURE





Rio Vista West – Planning Areas
 First San Diego River Improvement Project Specific Plan

1. Urban Residential/Mixed-Used Core - Approximately 13.9 acres to be developed as a mix of the high intensity and residential uses on-site in proximity to the trolley station and the Rio Vista Commons public space. Commercial uses, such as retail shops, restaurants and office, are planned in areas which front the Rio Vista Commons, as well in areas adjacent to the Trolley Plaza. Commercial uses are permitted at street level adjacent to the Rio Vista Commons public area. Parking for commercial and residential uses may occur as surface parking, tuck-under garages or in a parking structure. Outdoor sales such as push-carts, eating areas and a Farmers' Market are permitted to further enliven this area.

Commercial: 30-50,000 square foot
Residential: 416 - 970 dwelling units

2. Retail Center - Approximately 22 acres containing anchor stores and ancillary shops in a configuration that accommodates storefront parking while maintaining comfortable pedestrian connections to adjoining land uses. It is anticipated that the center will contain a large discount department store, a super market/drug store, clothing stores, and other miscellaneous shops. Additional uses may include outdoor sales, push-carts, outdoor eating areas and a Farmers' Market.

Retail Commercial: 260,000 square feet

Urban Residential - Approximately 2.8 acres to be developed in attached and stacked units with shared courtyard space built over structured parking. Units will be arranged in three-to-five story residential buildings.

Residential: 85 - 197 dwelling units

3. Courtyard Residential - Approximately 16 acres to be developed with attached and stacked units with parking on-grade, often in a "tuck-under" configuration. These residential units will be within walking distance of transit and the Retail Center. A centrally located private recreation center will create a focus for this planning area and serve as an important amenity for residents.

Residential: 374-490 dwelling units

4. Riverfront Residential - Approximately 2.9 acres to be developed as attached on-grade surface parking, "tuck-under" garages, subterranean garages or parking structures. Many

of these two-to-three story apartments will offer views of the San Diego River. The lower building heights in this area will help maintain views to the river from the project's interior.

Residential: 53 - 97 dwelling units

B. OPEN SPACE & RECREATION

Rio Vista West will provide a variety of recreational amenities including three prominent public areas and a private recreation center. In addition, the project is designed to take advantage of its proximity to the San Diego River and the Riverfront trail. These open space features are shown in Figure 45 and discussed below.

Rio Vista Commons (1.37 acres) - This area is located south of Rio San Diego Drive in the vicinity of the Retail Center and the Urban residential/Mixed-Use Core. With a minimum width of 100 feet, it is envisioned that the Rio Vista Commons will provide an interface in this area where the highest intensity of development is planned for Rio Vista West. Permitted land uses include a pavilion and bandstand, grass amphitheater, open areas and pedestrian links to adjacent uses and the Trolley Station.

Trolley Plaza - Contrasted with the landscaped Rio Vista Commons is the Trolley Plaza which will feature hardscape treatments and a paved plaza to serve as the focal point and gathering place for the Trolley Station. The open plaza may also allow push-cart retail vendors. An expanded drop-off area and pedestrian corridor shall occur at the southern end of the Rio Vista Commons to promote pedestrian access to the Trolley Station. The transition between the ground level in Rio Vista West and the elevated LRT will be designed to encourage pedestrian activity. Site designs in this area should incorporate features such as broad pedestrian terraces, steps and ramps which incorporate the elevation interface of development and the LRT. Structural features which integrate with buildings, such as subterranean parking garages, are encouraged to raise the site to the level of the LRT Station.

The applicant shall dedicate easements to MTDB for pedestrian and service vehicle access at the Trolley drop-off area and through the Trolley Plaza to the Trolley Station. Pedestrian ramps to the Trolley Station shall be ADA accessible. Turning movements on the ramps shall be designed to accommodate MTDB service vehicles, to the satisfaction of MTDB.

Private Recreational Facilities - A private recreation center (+/- 1.0 acres) will be provided in conjunction with the Courtyard Residential area. This amenity will provide residents with such facilities as a pool, tennis courts, tot lots, etc. Additional private recreational facilities, totaling a minimum of 1.64 acres, will be provided in the Urban Residential, Urban Residential/Mixed Use Core and Riverfront Residential areas to serve the needs of residents. In the event that one builder is responsible for construction of the Urban Residential/Mixed Use Core, Riverfront Residential and Urban Residential areas, smaller recreational areas may be constructed to serve more than one planning area. These recreational facilities may include such amenities as a meeting room, spa, shuffleboard, gym, weight rooms, rooftop active recreation uses or active recreational uses constructed on the top level of parking structures, tot lot or pool.

San Diego River Frontage (23 acres) - The San Diego River frontage also provides recreational and open space amenities for the project, especially for the Garden Apartments and Urban Residential areas that immediately abut it. Vertical access to the Riverfront trail exists along the river slopes abutting the project's southern boundary. The project will provide an additional "Riverfront Promenade" to serve the project at the top of the river slopes within the project limits.

GUIDELINES:

The project should utilize landscaping materials compatible with the native vegetation along the river corridor. Where development fronts on the San Diego River, landscape materials used in the river corridor should be brought into landscape open spaces between buildings.

The project will be designed to provide individual site open space that will be linked among themselves and with the river corridor.

All of the buildings in Rio Vista West will be designed and sited to create positive landscaped open spaces. All of the areas that have not been covered by habitable structures should be designed to be human scale, usable project open space.

Vistas should be created by varying building heights with the taller buildings generally closer to Friars Road and the lower buildings adjacent to the river.

Landscaped areas should be developed so as to create view corridors into the river. Structures should be set back a minimum of 30 feet (average 35 feet) from the floodway line of the San Diego River.

To best integrate the residential development and the related open space with the San Diego River's amenities, the residential development should be staggered along the river to provide vistas. To further enhance the river corridor, the residential buildings should terrace down to the river.

In the Courtyard Residential Planning Area, buildings should be clustered around a centralized private recreational enter. The residential units should be developed with access to a system of balconies, terraces and private outdoor areas that will be available to all units.

Commercial buildings should be clustered to make the most efficient use of the site, while creating large landscaped open spaces for human use and developing vistas to river and other open space areas.

Where practical, building roofscapes should be used as part of the community and building open space which will serve both active and passive open space needs, including areas for social functions and for the enjoyment of urban and river views.

View corridors to the river and/or the Trolley Station should be created along internal project roads, as shown in the Design Guidelines and Development Standards for Rio Vista West, to provide views from public roads to the San Diego River. Landscaped building setbacks at Rio San Diego Drive, Qualcomm Way and Camino del Este will be provided to create views to the river. Approximately 13% of the Rio San Diego Drive perimeter should be reserved for see-through or views to the river and/or Trolley Station (Figure 44).

Conceptual cross-sections through Rio Vista West are illustrated in Figure 47.

C. ACCESS AND CIRCULATION

In 1993, the FSDRIP/Rio Vista West entitlements were modified which resulted in an excess of approximately 13,000 average daily trips (ADT's). The property owner intends to transfer approximately 4,200 of these trips to Rio Vista East (Map 10305), east of Qualcomm Way. This transfer is subject to approval of a Planned Commercial Development (PCD) Plan Amendment or other discretionary Mission Valley permit and all

necessary traffic and environmental studies. The transfer of excess Rio Vista West trips to any other destination would require an amendment to this Specific Plan.

An interconnected network of public and private streets are planned for Rio Vista West to provide direct and walkable connections within the site and into surrounding areas. Building entries, parking, plazas and other development elements are designed and configured in a way to focus activity on streets, the Rio Vista Commons and Trolley Plaza, and the San Diego River. At higher density levels, multi-story structures will be necessary to accommodate residential units. For developments at the higher density ranges, individual unit entrances may occur interior to the project; however, exterior building entries should address Station Village Way and/or Rio Vista Commons. Building design with multiple entrances will enforce the rhythm of the urban main street. Rio Vista West is designed to promote the concept of defensible space by reestablishing streets as the focal points of neighborhood life.

GUIDELINES:

Pedestrians/Bicycles:

Rio Vista West's network of pedestrian paths is an essential ingredient in creating a development that is successful as a walkable and transit-oriented neighborhood. Pedestrian accesses should be provided in a manner which encourages residents and employees to walk along continuous pedestrian-oriented paths to places of employment, shops, residences and public places, such as the Commons and Trolley. Higher transit ridership will result from comfortable pedestrian environments which are well lighted and enveloped in landscaping. Streetside sidewalks and pedestrian walkways shall be as indicated in the Design Guidelines and Development Standards. Sidewalks should be paved with a lightly-textured concrete and light in color. All sidewalks and pedestrian walkways shall be a minimum of six-feet in width.

In addition to the pedestrian connections provided throughout the site, a Riverfront Promenade will be created along a portion of the southern edge of Rio Vista West where it abuts the river corridor. Additionally, a pedestrian and bicycle crossing of Qualcomm Way will be provided in conjunction with MTDB's construction of the LRT bridge over Qualcomm Way. This pedestrian and bicycle crossing will increase accessibility between the Rio Vista East and Rio Vista West developments including access to the Trolley Station. Easements shall be

dedicated to MTDB for a stairway access to the LRT station adjacent to the access ramp on Qualcomm Way and for pedestrian and MTDB service vehicle access, as previously described.

The Trolley Station shall also create a place for pedestrian activity. Pedestrians should be directed to and from the trolley through a "plaza" where sidewalk vendors, open patio dining, and small retail shops are encouraged. An expanded drop-off area and expanded corridor shall occur at the southern end of the Rio Vista Commons to promote pedestrian access to the Trolley Station. The transition between the ground level in Rio Vista West and the elevated LRT will be designed to encourage pedestrian activity and accommodate ADA-compliant access to the station. Site designs in this area should incorporate features such as broad pedestrian terraces, steps and ramps which incorporate the elevation interface of development and the LRT. Structural features which integrate site buildings, such as subterranean parking garages, are encouraged to raise the site to the level of the LRT station. Pedestrian access through the Trolley Plaza should also tie into other uses and public places, such as the Rio Vista Commons.

Bicycle accessibility and the provision of on-site facilities are also important aspects for development of the Rio Vista West site. Class II bikeways should be provided on Camino del Este, Rio San Diego Drive and Gill Village Way as it enters the site from Friars Road up to Rio San Diego Drive. Other internal streets within the project should accommodate bicycle travel in a shared manner with vehicles. A Class I bike path is available on the existing San Diego River. Pedestrian/Bikeway and curb cuts should be provided on Camino del Este to accommodate bicycles. Secured bicycle parking facilities should be provided adjacent to retail commercial, employment and common area uses. MTDB should incorporate bicycle lockers and/or bicycle parking areas in the design of the Trolley Station.

Automobile:

Street standards and features recommended for Rio Vista West, as described in the Design Guidelines and Development Standards, are designed to correspond with each street's functional setting. Based on this functional analysis, proposed street dimensions should not exceed what is required for the safe and efficient flow of traffic.

Rio San Diego Drive should be designed with a landscaped median and extended through the site from Qualcomm Way. Upon entering Rio Vista West, Rio San Diego Drive should be

constructed within a 124-foot wide right-of-way in order to accommodate right and left turn lanes for vehicles turning onto Qualcomm Way. As traffic continues westward, the right-of-way may be reduced. On either side of Rio San Diego Drive, within the right-of-way, a landscaped parkway, 6-foot sidewalk, and 6-foot bikeway should be provided.

Camino del Este enters Rio Vista West from the south providing access to areas across the San Diego River. Designed as a 4-lane facility, this street also should have landscaped parkways, a 6-foot sidewalk and bikeway on either side of the street, creating a pleasant entry statement for the project.

A public street, private street or private drive should be provided to access the Trolley Station/Plaza through the Urban Residential/Mixed Use Core. Because of its location within a high activity commercial core, it is important that this street remain pedestrian-friendly. This can be accomplished by providing parallel and perpendicular parking. No median should be provided on this street to further minimize its intrusion into this public space.

Other public streets within Rio Vista West should be designed to accommodate anticipated traffic volumes while minimizing traffic speeds and responding to the pedestrian focus of the project. Landscaped parkways and 6-foot sidewalks should be provided along all public streets.

Private streets within Rio Vista West should be constructed as 36 to 40-foot curb-to-curb widths. A tree well may periodically intrude within the 8-foot parking lane on private residential streets to diminish the presence of vehicles and create a pedestrian-friendly streetscape.

Parking:

Parking for the variety of uses planned in Rio Vista West should be as defined in the Design Standards and Development Guidelines. A reduction in parking should be considered due to the intensity and mix of uses as well as transit opportunities. This can be facilitated by conducting a shared parking analysis for the commercial office, retail and mixed-use core uses. Because of mobility options provided by the Trolley and easy bus connections, reductions in residential parking ratio should also be considered. On-street parking shall be permitted throughout Rio Vista West and can be utilized in calculating required parking.

Public Transportation:

The MTDB has extended a LRT through Mission Valley. In conjunction with this extension, there is a Trolley Station at the Rio Vista West site (Figures 24 and 48). The station includes platforms, telephones, seating, trash receptacles, ticket vending equipment, a public address system and lighting. The station is landscaped to conform to the overall theme of Rio Vista West. A 35-foot light rail transit right-of-way, plus up to 25 additional feet of width at the station area has been provided across the southern portion of the property. As previously described, an expanded area will be provided at the southern terminus of the Rio Vista Commons to provide passenger drop-offs. Within this area, MTDB vehicles will be permitted to park for maintenance and security purposes.